Arroyo Parida Creek Bridge Replacement Project

Near Carpinteria at Arroyo Parida Creek, Santa Barbara, CA
05-SB-192-PM 15.4/15.6, BR#51-113
05-396100

Initial Study
with Proposed Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

January 2009

Caltrans®

General Information About This Document

What's in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with Proposed Mitigated Negative Declaration, which examines the potential environmental impacts of alternatives being considered for the proposed project in Santa Barbara County, California. The document describes why the project is being proposed, alternatives for the project, the existing environment that could be affected by the project, and potential impacts from each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What should you do?

- Please read this Initial Study. Additional copies of this document as well as the technical studies are available for review at the Caltrans district office at 50 Higuera Street, San Luis Obispo, CA 93401; Santa Barbara County Library at 40 East Anapamu Street, Santa Barbara, CA 93101, (805) 962-7653; Carpinteria Branch Santa Barbara Public Library at 5141 Carpinteria Avenue in Carpinteria, CA 93013, (805) 684-4314.
- Attend the public hearing at Canalino Elementary School, 1480 Linden Avenue, Carpinteria, CA 93013 on March 4, 2009 between 6 p.m. to 8 p.m.
- We welcome your comments. If you have any concerns regarding the proposed project, please attend the public hearing, or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:

  Matt Fowler, Branch Chief
  Central Coast Environmental Analysis
  California Department of Transportation
  50 Higuera Street
  San Luis Obispo, CA 93401

  Submit comments via email to: Matt_C_Fowler@dot.ca.gov
- Submit comments by the deadline: March 18, 2009 .

What happens next?

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Matt Fowler, Central Coast Environmental Analysis, 50 Higuera Street, San Luis Obispo, CA 93401; (805) 542-4603 Voice, or use the California Relay Service TTY number, 1-800-735-2929.

05-SB-192-15.4/15.6
EA 05-396100

Arroyo Parida Creek Bridge Replacement Project

Replace the Arroyo Parida Creek Bridge No. 51-0113, widen the roadway on both sides of the bridge, raise the profile of the roadbed on the west side of the bridge to improve sight distance, upgrade existing culvert crossing, and modify the creek bed on State Route 192 between post mile 15.4 and 15.6.

INITIAL STUDY with
Proposed Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

Jan 16, 2009
Date of Approval

Kelly Hobbs
Acting Office Chief
Office of Environmental Management, South
Central Region Environmental Division
California Department of Transportation

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to replace the Arroyo Parida Creek Bridge, also known as the Arroyo Paredon Creek, (Br. No. 51-0113) on State Route 192 (also known as Foothill Road). The bridge is in a rural agricultural area northwest of the City of Carpinteria, about six miles west of the State Route 192/150 junction, in Santa Barbara County.

The project would construct a new Arroyo Parida Creek Bridge with two 12-foot-wide lanes and two 8-foot-wide shoulders. The project would also widen the roadway on both sides of the bridge, raise the profile of the roadbed on the west side of the bridge to improve sight distance, upgrade existing culvert crossings, modify the creek bed, construct fish weirs, and place rock slope protection along the side slopes upstream and downstream of the bridge structure.

Determination

This proposed Mitigated Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Mitigated Negative Declaration for this project. This does not mean that Caltrans' decision regarding the project is final. This Mitigated Negative Declaration is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on growth; community impacts; traffic and transportation/pedestrian and bicycle facilities; cultural resources; paleontology; hazardous waste or materials; air quality; special status plant species; or parks and recreational facilities.

The proposed project would have no significant impact on agriculture; utilities/emergency services; hydrology and floodplain; water quality and storm water runoff; geology/soils/seismic/topography; noise and vibration; wetlands and other waters; threatened and endangered species; invasive species; or climate change.

The proposed project would have no significant adverse effect on visual and aesthetic resources and natural communities through implementation of a revegetation plan, thereby reducing potential effects to less than significant.

_____ _____

Kelly Hobbs, Acting Office Chief
Office of Environmental Management, South
Central Region Environmental Division
California Department of Transportation

Date

Draft

Summary

The California Department of Transportation (Caltrans) proposes to replace the existing Arroyo Parida Creek Bridge on State Route 192 in Santa Barbara County in a rural, agricultural area northwest of the City of Carpinteria, about six miles west of the State Route 192/150 Junction. The replacement is needed because of continuing deterioration of the structural concrete and scour at the end of the concrete channel lining. Nonstandard bridge features, such as lane and shoulder width and sight distance, would also be updated to meet current standards.

Table S-1 summarizes the potential impacts of the project.

Table S-1. Summary of Potential Impacts from Alternatives

Potential Impact		Build Alternative	No-Build Alternative
Land Use	**Consistency with the County of Santa Barbara General Plan**	Consistent with the County of Santa Barbara General Plan	No change
Coastal Zone	**Local Coastal Program**	Overall, the project is consistent with the local coastal plan	Potential conflict with the California Coastal Act because eventual bridge failure will impede public access to the coast
	California Coastal Act	Overall, the project is consistent with the California Coastal Act	Potential conflict with the California Coastal Act because eventual bridge failure will impede public access to the coast
Farmlands/Timberlands		0.25 acre of prime farmland will need to be acquired	No change
Property Acquisition		1.73 acres of property will need to be acquired	No change
Utilities/Emergency Services		Would require utility relocation	No change
Visual/Aesthetics		Would result in moderately high visual impacts to the State Route 192 corridor	No change

Potential Impact	Build Alternative	No-Build Alternative
Hydrology and Floodplain	Changes to the existing roadway profile may cause minor flooding within the current local flood zone	No change
Water Quality and Storm Water Runoff	Net benefit with improved flood performance	Continued streambed scouring
Geology/Soils/Seismic/ Topography	In the event of a strong earthquake, ground rupture hazard at the site is considered low	In the event of a strong earthquake, there is high potential for bridge collapse
Noise and Vibration	Short-term impacts from construction may affect two residences near the project area	No change
Natural Communities	Removal of six coast live oaks and one non-native tree	No change
Wetlands and other Waters	Approximately 0.15 acre of wetland and other waters would be temporarily affected. Approximately .021 acre of wetland and other waters would be permanently affected.	No change
Threatened and Endangered Species	The project would have a net beneficial impact on California steelhead fish.	The habitat for steelhead trout will continue to degrade
Construction	Minor traffic delays	No change
Climate Change	Minor construction emissions	No change

Following is a list of permits required for this project:

- Coastal Development Permit and Conditional Use Permit from the County of Santa Barbara under authority of the California Coastal Commission;
- Section 404 permit from the U.S. Army Corps of Engineers;
- 1602 permit from the California Department of Fish and Game;
- Section 401 certification from the Regional Water Quality Control Board;
- National Pollutant Discharge Elimination System permit from the State Water Resources Control Board; and
- National Emissions Standards for Hazardous Pollutant permit from Santa Barbara County Air Pollution Control District.

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to replace the Arroyo Parida Creek Bridge, also known as the Arroyo Paredon Creek Bridge (Br. No. 51-0113) on State Route 192 (also known as Foothill Road). The bridge is in a rural agricultural area northwest of the City of Carpinteria, about six miles west of the State Route 192/150 junction, in Santa Barbara County (Figure 1-1 shows the project vicinity and location maps).

The need for replacement is based on the continuing deterioration of the bridge's structural concrete and the scour that has occurred at the end of the concrete channel lining. The existing Arroyo Parida Creek Bridge is a 36-foot long concrete girder steel stringer bridge, built in 1920, that has 9.5-foot lane widths and no shoulder. The project would replace the existing bridge with a reinforced concrete slab bridge, concrete bridge rail, two12-foot-wide lanes, and two standard 8-foot-wide shoulders.

The project would also correct horizontal and vertical alignments, upgrade existing culvert crossings, enhance the creek bed, construct fish weirs, and place rock slope protection along the side slopes upstream and downstream, and in the creek bed downstream of the bridge structure.

The funding for the project would come from the 2008 State Highway Operation and Protection Program (SHOPP) for delivery in the 2010/2011 fiscal year. The estimated cost of the project is approximately $6.2 million. Construction would take about nine months, with completion of bridge construction set for December 1, 2012.

1.2 Purpose and Need

This section of the document discusses the reasons for the proposed project and provides structure for the development of alternatives. In the alternative selection process, the alternatives are evaluated and compared on how well they meet the project's need and purpose, as well as an alternative's potential for impact to the environment and its economic costs.

1.2.1 Purpose

The purpose of the project is to:

- Provide a structurally sound bridge
- Improve the bridge and highway's safety and serviceability for the public
- Correct the scour problem and improve the conditions of the creek channel

1.2.2 Need

An analysis conducted by the Department of Transportation's structural experts and bridge maintenance staff revealed that the bridge has been deteriorating over time. Both the concrete and embedded reinforcing metal and girders that support the structure are weak and continue to deteriorate. Based on this investigation and the Department's experience with similar bridges, the analysis concluded that the structural integrity of the bridge would be further compromised by continuous scour in the creek and/or a major seismic event. Scour is the erosive action of the creek that wears material away from the piers that support the bridge

Both factors mentioned above—weak structural support and scour erosion—pose risks of bridge failure. Bridge failure at this location would present a challenge to area residents and emergency vehicles. This failure would require residents and emergency vehicles to make long detours, greatly increasing the time needed to reach their destinations.

In addition, other features of the bridge and highway are not consistent with Caltrans design standards. The existing 1920's bridge:

- Does not offer adequate vertical and horizontal sight distance.
- Consists of two 9.5-foot-wide (rather than the current standard 12-foot-wide) lanes.
- Has no shoulders, sidewalks, or bicycle lanes for safe pedestrian and bicycle use of the bridge.

Bridge failure would also restrict public coastal access. Restricted access would conflict with the Local Coastal Plan, which emphasizes that coastal access be facilitated. Thus, the need to construct the proposed project is to provide safety and serviceability for highway users.

1.3 Alternatives

A build alternative and a no-build alternative are under consideration.

1.3.1 Build Alternative

Arroyo Parida Bridge

The existing bridge would be replaced with a new bridge consisting of two 12-foot lanes with 8-foot shoulders, with the bridge centerline remaining in the existing location. The bridge would be a reinforced concrete slab bridge on spread footings with a concrete bridge rail. Rock slope protection would be placed along the side slopes for about 36 feet upstream and 200 feet downstream. Rock slope protection would also be placed on the bed of the creek for the last 66 feet.

Highway 192 Roadway Approaches

The roadway would be widened to include 12-foot lanes and 8-foot shoulders. The roadway would be widened from about 656 feet west to 328 feet east of the proposed bridge. The 8-foot shoulders would be tapered at the beginning and end of the project limits to conform to the existing pavement. The vertical profile on the west side of the bridge would be corrected to improve sight distance (raised about 5 feet at the high point), and the horizontal alignment would be corrected to improve sight distance throughout the project limits.

Retaining Wall

A retaining wall approximately 98 feet long would be built on the southwest quadrant of the bridge approach.

Hydraulics

The existing 36-inch corrugated metal pipe would be replaced with a 10-foot by 6-foot reinforced concrete box culvert. A raised drainage inlet about 574 feet west of the bridge would be replaced with a standard drainage inlet. Proposed drainage improvements are preliminary and may be refined during final design.

Fish Weirs

Fish weirs would be built from about 115 feet downstream to 36 feet upstream of the proposed/existing bridge centerline. Proposed features of fish weirs are preliminary and may be refined during final design in coordination with the Caltrans Biologist.

Driveways

Dirt driveways on the north side of Highway 192 would be re-graded to conform to the proposed roadway. One dirt driveway on the north side of Highway 192 would be blocked off by the proposed terminal system; however, the parcel has an additional driveway for access. The proposed edge of pavement would conform to the asphalt concrete driveway on the south side of the highway.

Utilities

Two existing high-pressure gas lines on the south side of Highway 192 would be relocated to the north side of Highway 192. The project is being designed to avoid impacts to the existing Cachuma waterline. Utility poles would be relocated outside the clear recovery zone on both the north and south sides of the highway. Designs from the utilities are preliminary and may be refined as more information becomes available.

1.3.2 No-Build Alternative

The no-build alternative would leave the existing bridge and its approaches as they are. No improvements would be made to horizontal or vertical sight distance, or to fish habitat. No retaining wall would be needed or built, nor would utilities and drainage systems be moved and upgraded.

1.3.3 Comparison of Alternatives

There are only two alternatives to consider; the build and the no-build. The build alternative would replace Arroyo Parida Bridge with a structurally sound bridge; whereas, the no-build alternative allows the bridge to further deteriorate to the point of collapsing. The build alternative would implement current Caltrans design standards; in contrast, the no-build alternative would maintain the non-standard lane widths, no shoulders, and decreased sight distance. Lastly, the build alternative would correct the scour issue in the creek channel; while the no-build alternative would allow continuing deterioration in the channel bed of the creek.

After the public circulation period of this environmental document, all comments will be considered, and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. In accordance with the California Environmental Quality Act, if no significant adverse impacts are identified, Caltrans will prepare a Negative Declaration or Mitigated Negative Declaration. Similarly, if Caltrans determines the action does not significantly impact the environment, Caltrans, as assigned by the Federal Highway Administration, will issue a Categorical Exclusion in accordance with the National Environmental Policy Act.

Table 1.1 compares the build alternative and the no-build alternative.

Table 1.1 Alternatives Comparison Summary

Evaluation Criteria	Build Alternative	No-Build Alternative
Provide a structurally sound bridge	Corrects the deterioration of the bridge, provides a structurally sound bridge. Meets purpose and need.	The bridge structure would continue to deteriorate. Does not meet the purpose and need.
Improve the bridge and highway's safety and serviceability for the public	Increases serviceability for the bridge, improves sight distance and safety for the public. Meets purpose and need.	The bridge would remain with non-standard lanes, no shoulders, and decreased sight distance. Does not meet purpose and need.
Correct scouring and improve the conditions of the creek channel	Corrects the scour problem and condition of the creek channel. Meets purpose and need.	Scour would continue deteriorating the condition of the creek's channel. Does not meet the purpose and need.
Construction Cost	$6,263,033	Continued maintenance and repair costs only

1.3.4 Alternatives Considered but Eliminated From Further Discussion

An alternative with a nonstandard, four-foot-wide shoulder was considered for this project. This nonstandard shoulder was proposed to avoid a potentially sensitive cultural resource that was initially thought to be within the project footprint. However, further investigation revealed that the resource did not exist within the project limits. In addition, it was initially thought that this design exception would be required to address visual issues; however, with the incorporation of proper minimization measures, the bridge and roadway can appear less noticeable and more compatible with the semi-rural setting. Lastly, this alternative had inadequate construction limits that did not account for the reconstruction of the roadway approaches. Thus, it was determined that the nonstandard 4-foot shoulder was not required and the justification for a design exception was no longer valid. As a result, Caltrans made the determination that current design standards would be implemented to provide a safe facility for the traveling public and the 4-foot shoulder alternative was rejected.

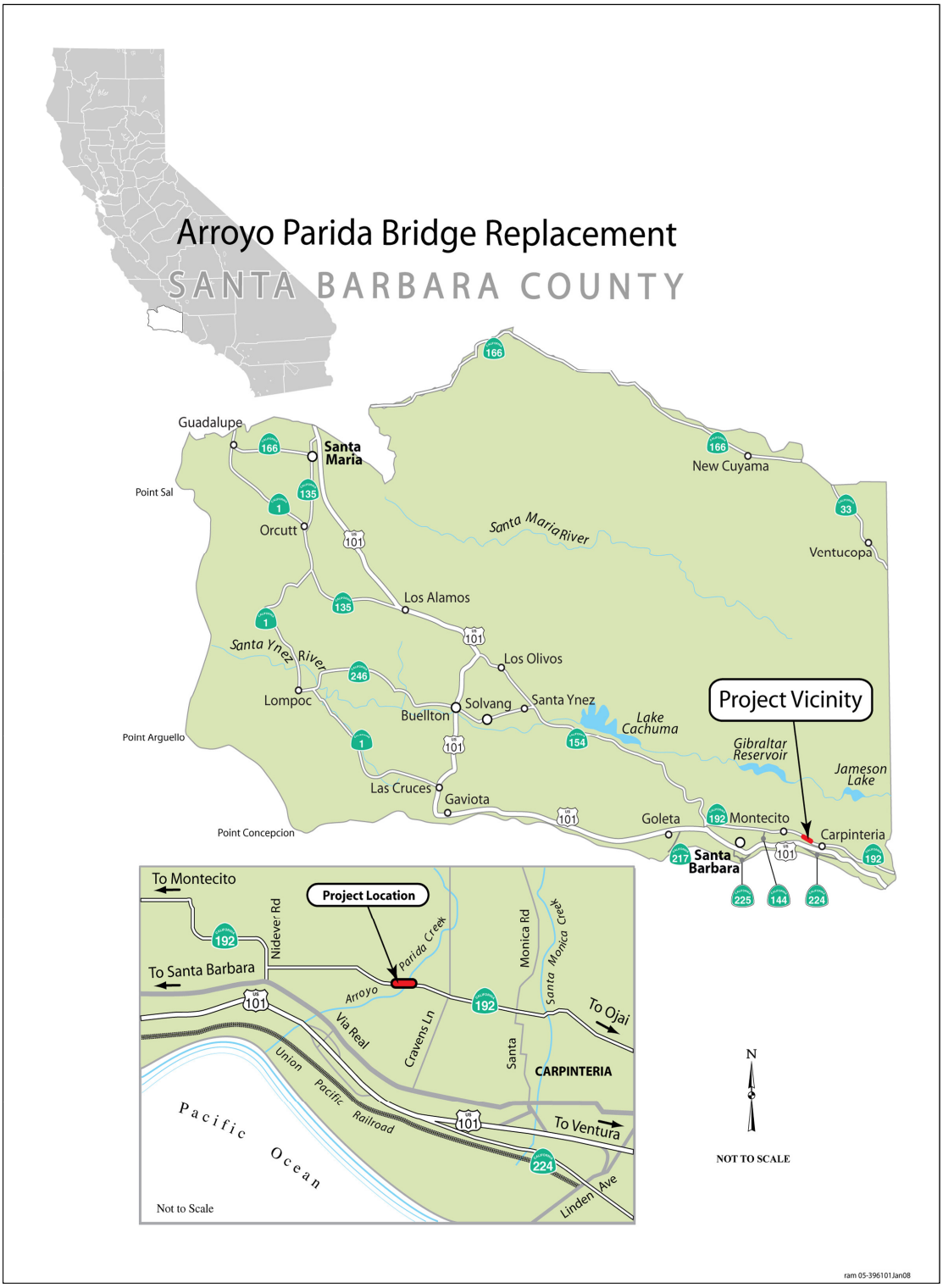


Figure 1-1 Project Vicinity and Location Map

1.4 Permits and Approvals Needed

The following permits, reviews, and approvals would be required for project construction:

Table 1.2 Required Permits and Approvals

Agency	Permit/Approval	Status
Regional Water Quality Control Board	Section 401 Certification for impacts to waters of the United States	Would be obtained before construction
United States Army Corps of Engineers	Section 404 Permit for impacts to the waters of the United States	Would be obtained before construction
California Department of Fish and Game	Section 1602 Agreement for Streambed Alteration for impacts to Arroyo Parida Creek and the intermittent tributary	Would be obtained before construction
County of Santa Barbara California Coastal Commission	California Coastal Development Permit for impacts to wetlands within California Coastal Commission jurisdiction. In addition, a Minor Conditional Use Permit (CUP).	Would be obtained before construction.
State Water Resources Control Board	National Pollutant Discharge Elimination System (NPDES) Permit form storm water.	Would be obtained before construction
Santa Barbara County Air Pollution Control District	National Emissions Standards for Hazardous Pollutants (NESHAP) Permit to assure that no asbestos containing materials exist at project location.	Would be obtained before construction

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

This chapter explains the impacts that the project would have on the human, physical, and biological environments in the project area. It describes the existing environment that could be affected by the project, potential impacts from each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures. Any indirect impacts are included in the general impacts analysis and discussions that follow.

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered, but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document:

- *Growth:* From review of the Land Use element of the General Plan, there would be no impacts on growth for the project area is in an agriculturally zoned area.
- *Community Impacts:* There would be no community impacts. There are no disproportionately high and adverse human health and environmental effects on minority populations or low-income populations.
- *Traffic and Transportation/Pedestrian and Bicycle Facilities:* There would be no adverse impacts on traffic and transportation because traffic volumes are not expected to increase. The replaced bridge maintains the identical number of vehicle lanes that currently exist. In actuality, there will be a beneficial impact for Pedestrian and Bicycle Facilities with the addition of the shoulder.
- *Cultural Resources:* There would be no impacts on cultural resources according to the 2000 Historic Property Survey Report (HPSR) and 2007 Supplemental HPSR conducted for this project. A letter of concurrence by the State Historic Preservation Officer is included in Appendix H.
- *Paleontology:* There would be no impacts on paleontological resources. Source: Air Quality, Noise, and Paleontology Technical Reports, dated June 19, 2008.
- *Hazardous Waste or Materials:* There would be no impacts from hazardous waste or materials. Source: Hazardous Waste Revised Initial Site Assessment, dated August 17, 2004.

- *Air Quality:* There would be no impact on air quality. Source: Air Quality, Noise, and Paleontology Technical Reports, dated June 19, 2008.
- *Plant Species:* There are no special-status plant species within the project limits. Source: Natural Environment Study Report, dated January 2003, and Natural Environment Study Report Addendum, dated July 2008.
- *Animal Species:* There are no special-status plant species within the project limits. Source: Natural Environment Study Report, dated January 2003, and Natural Environment Study Report Addendum, dated July 2008.
- *Noise:* There would be no increase in traffic volumes with the proposed project and, therefore, no increase in long-term noise levels. Source: Air Quality, Noise, and Paleontology Technical Report, dated June 2008. Refer to Section 2.4: Construction Impacts for further discussion.

2.1 Human Environment

2.1.1 Land Use

2.1.1.1 Existing and Future Land Use

The project lies in a local region known as "Toro Canyon," northwest of the City of Carpinteria, in Santa Barbara County. The area is composed mostly of large areas of agriculture land; however, low-density residential, some commercial and recreational areas, and undeveloped open space is in the vicinity (Santa Barbara County General Plan, *Land Use Element: Toro Canyon Plan;* December 2004).

2.1.1.2 Consistency with State, Regional and Local Plans

Affected Environment

County of Santa Barbara Comprehensive Plan Land Use Element

The project must coincide with the goals and policies of the County of Santa Barbara Comprehensive Plan Land Use Element. The plan states that "in areas designated as rural on the land use plan maps, the heights, scale, and design of structures shall be compatible with the character of the surrounding natural environment, *except* where technical requirements dictate otherwise."

Toro Canyon Community Plan

The project area is subject to the goals and policies of the Toro Canyon Community Plan: Development Standard CIRC-TC-1.5. According to the plan, the County shall balance the need for road improvements with protection of the area's semi-rural character. All development shall be designed to respect the area's environment and minimize disruption of the semi-rural character.

In addition, the project is subject to the goals and policies of the Toro Canyon Community Plan: Development Standard VIS-TC-2.1. This plan states that development, including houses, roads and driveways, shall be sited and designed to be compatible with and subordinate to significant natural features such as major rock outcroppings, mature trees and woodlands, drainage courses, visually prominent slopes and ridgelines, and coastal bluff areas.

California Land Conservation Act of 1965, or the Williamson Act

The Williamson Act is a procedure authorized under state law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values. The proposed project would not affect lands subject to a Williamson Act contract. More detail regarding impacts to farmlands is provided in Section 2.1.2, Farmlands/Timberlands.

Environmental Consequences

Build Alternative

The build alternative is consistent with applicable adopted plans and policies: the Santa Barbara County General Plan, the Santa Barbara County Local Coastal Plan, and the Toro Canyon Community Plan. Because the project is mainly a bridge replacement and not capacity-increasing, the build alternative would not result in incompatible land uses or the physical division of an established community.

No-Build Alternative

The no-build alternative is consistent with the goals of the Santa Barbara County Coastal Plan and with the county's General Plans. Should the bridge collapse, however, it would have to be replaced to remain consistent.

Avoidance, Minimization, and/or Mitigation Measures

No other measures would be required to remain consistent with state, regional or local plans.

2.1.1.3 Coastal Zone

Regulatory Setting

The Coastal Zone Management Act of 1972 is the main federal law enacted to preserve and protect coastal resources. The Coastal Zone Management Act sets up a program under which coastal states are encouraged to develop coastal management programs. States with an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state's management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the Coastal Zone Management Act; they include the protection and expansion of public access and recreation, the protection, enhancement, and restoration of environmentally sensitive areas, the protection of agricultural lands, the protection of scenic beauty, and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal Coastal Zone Management Act delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments (15 coastal counties and 58 cities) to enact their own local coastal programs. Local coastal programs determine the short- and long-term use of coastal resources in their jurisdiction consistent with the California Coastal Act goals. A federal consistency determination may be needed as well.

Affected Environment

In January 1980, Santa Barbara County approved the county's Coastal Plan mandated by the California Coastal Act of 1976. This plan establishes and guides land use planning and coastal protection policies for the county. The proposed project is in a coastal zone, under the Santa Barbara County Coastal Plan.

In general, the land use plan, which accompanies the Coastal Plan, places stronger emphasis on expanding public access opportunities to the county's beaches, preserving prime agricultural land, and protecting environmentally sensitive habitats than the prevailing local policy. Likewise, the goals in the coastal plan include maximizing public access to and along the coast; however, its top goal places more emphasis in protecting and maintaining the overall quality of the coastal zone environment.

The project area is designated by the County as "rural" and is viewed as having a high scenic value under the Coastal Plan. Although Highway 192 is not designated as a scenic route by the County or Caltrans, visual characteristics within the project area would be altered by the project. In addition, the project area is encompassed by land designated by the County as agriculture. Sections 3.4 and 3.8 of the County's Coastal Plan has policies regarding visual resources and agriculture.

Section 3.4.2 of the Santa Barbara County Coastal Plan states in part that its main concern is to protect views to scenic resources, such as wetlands, rivers and streams, from public areas such as highways. Furthermore, County Coastal Plan Policy 30251 states "Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas."

Environmental Consequences

This project replaces a bridge, but scenic resources may be affected with the implementation of Caltrans' Safety and Design Standards for the new bridge. A Visual Impact Assessment (VIA) was produced by Caltrans in January 2008 to assess the visual and aesthetic issues of the project. The VIA found that the project would result in a substantial change in the character of the bridge, highway, and adjacent area. Although this change could affect the visual character in the vicinity of the bridge, the project would be consistent with the following goals stated in Section 1.2 of the Santa Barbara Coastal Plan:

- Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and man-made resources.
- Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone…

The project is consistent with these mandated goals set forth by the Coastal Plan. A replacement of the deficient bridge would maintain, enhance and restore resources that currently exist at the project location. Correcting the bridge's scour problem and conditions of the creek's channel would restore the creek's natural environment back to semi-original conditions. In addition, correcting the conditions of the Arroyo Parida

Creek channel would enhance the migration opportunity of the designated federally endangered steelhead trout. Bridge replacement would meet the needs of the people of the state by constructing a structurally sound bridge to improve the bridge and highway's safety and serviceability for the public. Lastly, the bridge replacement improves public access opportunities to the county's beaches by increasing roadway reliability.

Avoidance, Minimization, and/or Mitigation Measures

- Measures to minimize visual impacts from construction of the project would be implemented to make the bridge and roadway less noticeable and more compatible with the character of the surrounding area. Please refer to Section 2.1.4, Visual/Aesthetics, for further discussion of avoidance, minimization, and mitigation measures regarding visual impacts.

- The proposed project is compatible with the long-term maintenance of environmentally sensitive habitat. While impacts to sensitive habitat are unavoidable, they would be restored and/or replaced onsite to incur no net loss of these resources. Strict measures are included to avoid or minimize impacts to sensitive environmental resources during construction. Please refer to Section 2.4 for additional information regarding the Biological Environment.
- The project is subject to a Coastal Zone Development permit from Santa Barbara County. The County may include additional measures to offset any perceived environmental impacts.

- Caltrans would cooperate with the County to implement a landscaping plan. Landscaping, when mature, shall not impede public views.

2.1.2 Farmlands/Timberlands

Regulatory Setting

The National Environmental Policy Act and the Farmland Protection Policy Act (United States Code 4201-4209; and its regulations, 7 Code of Federal Regulations Ch. VI Part 658) require federal agencies, such as the Federal Highway Administration, and Caltrans as assigned, to coordinate with the Natural Resources Conservation Service if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the Farmland Protection Policy Act, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses.

Affected Environment

Digitally mapped data received from the California Department of Conservation's Farmland Mapping and Monitoring Program (2006) and information obtained from the Natural Resources Conservation Service as part of this analysis indicate that 0.25 acre of new right-of-way for the proposed project is considered "important farmland." The California Department of Conservation identifies "important farmland" to analyze impacts to California's agricultural resources. The classification system combines technical soil ratings, current land use, and irrigation status as the basis for identifying important farmland.

Three types of important farmland are recognized by the State Department of Conservation: prime farmland, farmland of statewide importance, and unique farmland. However, in the project area, only one 29.4-acre parcel of farmland is currently being used. This property's farmland is within a 10-acre minimum agricultural-zoned area. No lands in the project area are under a Williamson Act contract.

Environmental Consequences

The Natural Resources Conservation Service (NRCS) determined that of the total 1.73 acres of land to be acquired for the project, 0.25 acre is prime and unique farmland. The NRCS's evaluation process assigned an overall farmland impact rating of 141.5 out of 260 possible points. A score under 160 indicates that farmland impacts are not substantial; no further consideration of farmland impacts is required under the National Farmland Policy Act (see Form NRCS-CPA-106 in Appendix G).

A Farmland Conversion Impact Rating Form was submitted to the Santa Barbara County office of the Natural Resources Conservation Service on March 20, 2007. The form and explanations for Site Assessment Criteria are provided in Appendix G.

Avoidance, Minimization, and/or Mitigation Measures

No measures would be required.

2.1.3 Community Impacts

2.1.3.1 Relocation/ Property Acquistion

Regulatory Setting

Caltrans' Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title 49 Code of Federal Regulations, Part 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix D for a summary of the Relocation Assistance Program.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code 2000d, et seq.). Please see Appendix C for a copy of Caltrans' Title VI Policy Statement.

Affected Environment

The project lies in a local region known as "Toro Canyon," northwest of the City of Carpinteria, in Santa Barbara County. The area is composed mostly of large areas of agriculture land; however, low-density residential, some commercial and recreational areas, and undeveloped open space is in the vicinity (Santa Barbara County General Plan, *Land Use Element: Toro Canyon Plan;* December 2004).

Within the project limits, on the north side of the Highway 192, reside 4 properties; however, only 2 parcels will be affected by the proposed project. Northwest of the proposed bridge lies a 54 acre parcel zoned for agriculture. This property is a nursery which contains a cut-field for a variety of flowers. Northeast of the proposed bridge lies a home on a 1.08 acres parcel. East of this property are two additional residential parcels which will not be affected.

On the south side of Highway 192 are 4 properties. Southwest of the proposed bridge lies a 30 acre parcel zoned for agriculture. This property is an avocado orchard and is considered Prime and Unique Farmland. (Please refer to section 2.1.2 for additional information regarding Farmland). Southeast of the proposed bridge lies a 10.55 acre parcel with a sub-parcel. This is zoned and divided as agriculture and residential. The residential sub-parcel is approximately 2.5 acres with a single family residence on the property; whereas the agriculture land is approximately 8 acres and entails a nursery

with greenhouses. The next property continuing eastward is a single family residence located on 0.034 acre. The property on the southeast corner is zoned for agriculture and is a plant nursery approximately 4.15 acres.

Environmental Consequences

Although there are no relocations, the project would require acquisition of property. The build-alternative would require partial acquisitions from 6 parcels totaling 1.73 acres. These acquisitions would consist of land slivers along the north and south sides of Highway 192. Of the 6 partial acquisitions, a total 0.98 acres would be directly impacted to correct the highway alignments; whereas 0.75 acres would entail easements among these parcels. These easements would be utilized for drainage, utility, and aerial easements. Please

Two properties on the north side of Highway 192 would be impacted by the westbound roadway and shoulder extension. The flower nursery northwest of the proposed bridge would require a land sliver approximately a 25-foot-wide by 750-foot long from the front entrance of the property. The parcel located northeast of the proposed project would loose a 25-foot-wide by 225-foot long strip from the front yard of the residential property.

On the south side of Highway 192, four properties would be impacted by the eastbound roadway and should extension construction. The parcel located on the southwest of the proposed bridge would consist of land sliver from the front entrance the orchard approximately 25 foot-wide by 600-foot long. The southeast nursery with residential sub-parcel would be impacted with the acquisition of a 16-foot wide by 150 long strip from the front entrance of the nursery, and a 16-foot wide by 200-foot long strip from the front yard of a residential property. The following 2 properties, single family residence and nursery, will be slightly impacted with the partial acquisitions of permanent easements.

Table 2.1 shows the number of parcels and acres impacted from partial acquisitions:

Table 2.1 Property Acquisition

Property Type	Number of Parcels Impacted	Acres
Residential	4	0.98
Zoned Agriculture	2	0.75
Total	6	1.73

Avoidance, Minimization, and/or Mitigation Measures

All property acquisition activities for the proposed project would be conducted in accordance with the Real Property Acquisition Policies Act of 1970, as amended. The parcel owners will be fully informed of their rights, objective and fair property appraisals will be conducted, in which offers will be prepared based on appraised fair market values.

2.1.4 Utilities/Emergency Services

Affected Environment

Several utility lines cross the creek and run parallel to the existing bridge, including a 16-inch high-pressure natural distribution line, the Cachuma waterline, a 3.2-inch gas line with 16-inch casing, and utility poles. Refer to Section 2.4 for short-term impacts to emergency services.

Environmental Consequences

The replacement bridge would require that some or all of these utility lines be adjusted or relocated within the state right-of-way. These utilities would be relocated outside the clear recovery zone on both the north and south sides of the highway. The gas lines would be relocated to the north side of Highway 192. Caltrans expects to avoid the Cashuma waterline.

Avoidance, Minimization, and/or Mitigation Measures

The project is being designed to avoid impacts to the Cachuma waterline. Utility companies would be responsible for moving their respective lines. Utility companies

would notify affected residents if there would be a disruption in service while the relocation work were being completed.

2.1.5 Visual/Aesthetics

Regulatory Setting

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic, and historic environmental qualities." [California Public Resources Code Section 21001(b).]

Affected Environment

A Visual Impact Assessment was produced by Caltrans in January 2008 to assess the visual and aesthetic issues of the proposed project. This report concluded that the existing visual quality of the project area is moderately high due to the vegetated roadside, narrow highway, old stone bridge rails, and glimpses of the nearby hills. Built elements outside of the roadway corridor also contribute to the existing visual quality, although visibility is limited. The project area provides a somewhat distinctive view because of the especially narrow bridge structure, combined with the mature trees overhanging the roadway (see Figure 2-1, Existing and Proposed Photo-Simulation, Viewpoint 1). These characteristics result in a perceived smaller scale roadway facility and help define State Route 192 as a semi-rural corridor.

Because few critical offsite views of the project area exist, the affected viewers are mostly those who travel the highway and are in the immediate vicinity of the project. Viewpoint 1 was from westbound Highway 192, about 130 feet east of the bridge. Viewpoint 2 was from eastbound Highway 192, about 600 feet west of the bridge. The degree of viewer sensitivity in the assessment was based on the quality of views along the route, combined with the high value described in local planning policy regarding rural character and protection of visual resources within the Coastal Zone.

Environmental Consequences

The greatest long-term change caused by the project would be the alteration of roadway scale caused by the widened pavement and bridge structure. The project would create a more coherent, less cluttered view within the project limits. The project would remove 28 ornamental trees lining the eastbound shoulder for the alignment correction. In addition, 10 native oak trees and a palm tree would be removed within the project limits (see Table 2.1, Trees Proposed for Removal). Although some of the enclosed feel of the

corridor would be lost, views of the surrounding rural and agricultural landscape would be improved. This newer, more unified segment of roadway would appear inconsistent with the overall scale and visual character of the rest of the Highway 192 corridor (see Figure 2-1, View of the Proposed Project, Viewpoints 1 and 2).

Because of this change in visual character, combined with the anticipated level of viewer sensitivity defined in community planning documents, the project is expected to result in adverse impacts to the visual environment. Considering the extent of change and viewer sensitivity, these impacts would be moderate and over time would decrease as the proposed creek and roadside planting matures.

Avoidance, Minimization, and/or Mitigation Measures

The visual quality evaluation ratings conducted for the project show that without the proposed replanting and architectural treatment to the bridge rail, a substantial change in visual resources would occur.

However, with planting along the creek and roadway, and construction of a rustic bridge rail, the overall reduction in visual quality would be minimal. It is estimated that the proposed planting would require 5 to 10 years to achieve substantial visual benefit.

With implementation of the following measures, impacts resulting from the construction of the project would be reduced by making the bridge and roadway less noticeable and more compatible with the semi-rural setting. Caltrans proposes the following measures:

1. Construction of the new bridge rail will implement texture and color appropriate for the rural setting. The specific aesthetic style of the bridge rail shall be determined with input from the local community.

2. To minimize the visual impact of the retaining wall built on the southwest quadrant of the bridge approach, the retaining wall height and materials utilized will be contingent on the input from the local community.

3. The outermost 4 feet of the paved roadway shoulders shall be color-coated a dark earth-tone to reduce the perceived visual scale of the roadway facility.

4. All visible metal guardrail and bicycle/pedestrian rail components will be darkened to reduce reflectivity and to visually blend with the background landscape.

5. Post and wire strand or mesh shall be used as replacement fencing. Property owners will be notified of their options for replacement fencing.

6. Planting will be implemented to the maximum extent possible considering safety, maintenance, and horticultural feasibility. A minimum of 110 native trees and 80 native shrubs shall be planted along the roadway and creek. Native willows will be planted within the rock slope protection along the creek.

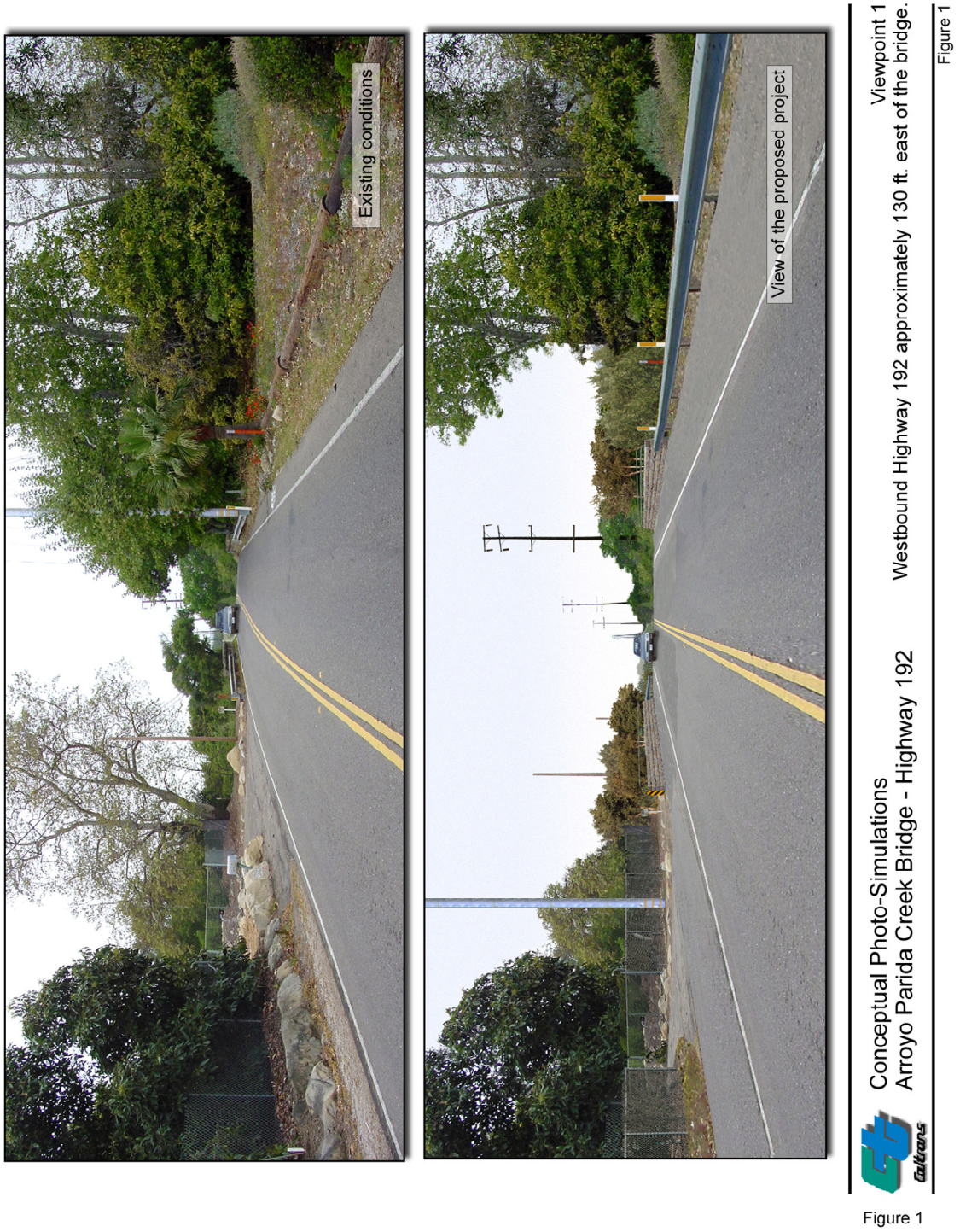


Figure 2-1 Existing and Proposed Photo-Simulations (Viewpoint 1- Looking West)

Figure 2-2 Existing and Proposed Photo-Simulations (Viewpoint 2- Looking East)

2.2 Physical Environment

2.2.1 Hydrology and Floodplain

Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. Requirements for compliance are outlined in 23 Code of Federal Regulations 650 Subpart A. To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year." An encroachment is defined as "an action within the limits of the base floodplain."

Affected Environment

A Conditional Letter of Map Revision application, which was approved on June 19, 2008, and the Water Quality Report, dated July 2, 2008 were prepared to assess existing floodplain and water quality conditions within the project area and potential impacts associated with the proposed project.

The existing bridge, which the project proposes to replace, crosses Arroyo Parida Creek, which drains a watershed of about 3.7 square miles above the bridge site. From its headwaters in the Santa Ynez Mountains, the creek flows south through narrow valleys and steep rugged terrain in the Los Padres National Forest. It travels east and then south to the bridge site, and eventually westerly to the Pacific Ocean.

The Federal Emergency Management Agency Flood Insurance Rate Maps for the County of Santa Barbara show that the project area is in a 100-year floodplain. However, the existing channel above the bridge does not have the capacity to convey an entire 100-year flood. As a result, the adjacent properties may be subject to flooding. See Appendix F for the Federal Emergency Management Agency Flood Insurance Rate Map of the project area.

Environmental Consequences

The new bridge would be longer and have improved flood capacity compared to the old bridge. In addition, the culvert just north of the bridge that crosses under the highway would be enlarged. The new bridge and culvert would improve the flow of floodwaters. As a result, the potential for the highway to remain operable during a flood would be substantially improved. Although the proposed bridge and highway could undergo a heavy flood, a 100-year storm may affect local properties.

Changes to the existing roadway profile to meet current Caltrans design standards may result in a minor increase to flooding caused by a 100-year storm to local properties within the current local floodplain. The increased roadway approaches and alignment correction would raise base floodplain elevations, but would not increase the elevation enough to cause significant impact. The existing culvert would be replaced with a larger box culvert that would pass 95% of the upstream water flows, during a 100-year event, if such an event were to occur. The remaining 5% of the flow would escape the channel upstream of the proposed new bridge.

Caltrans has collaborated with the Federal Emergency Management Agency and has obtained from the agency a Conditional Letter of Map Revision (CLOMR) concurring with Caltrans' finding of no significant impacts to floodplain values.

Because most of the proposed work would be performed within existing facilities, the proposed project would not affect natural and beneficial values of the floodplain and would not result in a significant floodplain encroachment as defined in 23 Code of Federal Regulations 650.105(q).

Avoidance, Minimization, and/or Mitigation Measures

The proposed bridge shall be designed to closely match the existing roadway profile, to minimize increases to creek flooding.

As required by the Federal Emergency Management Agency, Caltrans has notified all property owners downstream about the amount of increase a 100-year flood would have on their property due to the project's impact on base flood elevation.

2.2.2 Water Quality and Storm Water Runoff

Regulatory Setting

Section 401 of the Clean Water Act requires water quality certification from the State Water Resources Control Board or from a Regional Water Quality Control Board when the project requires a Clean Water Act Section 404 permit. Section 404 of the Clean Water Act requires a permit from the U.S. Army Corps of Engineers to discharge dredged or fill material into waters of the United States.

Along with Clean Water Act Section 401, Section 402 of the act establishes the National Pollutant Discharge Elimination System permit for the discharge of any pollutant into waters of the United States. The federal Environmental Protection Agency has delegated administration of the National Pollutant Discharge Elimination System program to the State Water Resources Control Board and nine Regional Water Quality Control Boards. The State Water Resources Control Board and Regional Water Quality Control Board also regulate other waste discharges to land within California through the issuance of waste discharge requirements under authority of the Porter-Cologne Water Quality Act.

The State Water Resources Control Board has developed and issued a statewide National Pollutant Discharge Elimination System permit to regulate storm water discharges from all Caltrans activities on its highways and facilities. Caltrans construction projects are regulated under the statewide permit, and projects performed by other entities on Caltrans right-of-way (encroachments) are regulated by the State Water Resources Control Board's Statewide General Construction Permit. All construction projects over 1 acre require a Storm Water Pollution Prevention Plan to be prepared and implemented during construction. Department activities less than 1 acre require a Water Pollution Control Program.

Affected Environment

According to the Water Quality Report dated July 2, 2008, the Arroyo Parida Creek lies in the Carpinteria Hydrologic Area of the South Coast Hydrologic Unit as listed in the Water Quality Plan-Central Coast Region (Basin Plan). The Central Coast Regional Water Quality Control Board (Water Board) published the Basin Plan to regulate water quality in the Central Coast Hydrologic Basin. Beneficial uses of water and associated water quality objectives are listed in the Basin Plan for Arroyo Parida Creek. Under federal law, each state must develop control plans, called Total Maximum Daily Loads (TMDLs), to address water impairments. The result of the TMDL is to attain and

maintain water quality standards for the impaired water body. However, the Water Board has not adopted TMDLs for Arroyo Parida Creek.

The project lies in the Arroyo Parida watershed. Intensive agriculture operations, suburban land development and roads are the main land uses in the vicinity. The existing bridge includes a concrete stream grade control structure that has created a substantial barrier for aquatic species migration in the watershed. Arroyo Parida Creek is habitat for steelhead salmon and discharges to the Pacific Ocean.

Arroyo Parida Creek is on the 303(d) list of Impaired Water Bodies. This list was established under the 1972 Clean Water Act to identify and rank bodies of water that do not meet water quality standards. This watershed is listed as impaired due to boron and nitrate stressors with unknown sources; the proposed project is not considered a substantial source of these contaminants.

This project may require dewatering and/or diversion of shallow groundwater. Groundwater should be of good quality, but may contain low levels of agriculture chemicals (fertilizers, herbicides and pesticides).

Environmental Consequences

Removal of the concrete stream grade control structure should substantially improve aquatic species migration in the watershed. Based on the preliminary bridge and rock weir design, there is a slight risk that the creek channel could be over stabilized and a new fish passage problem could develop.

The construction of a longer bridge and replacement of an enlarged box culvert would improve flood capacity. Consequently, this increased capacity would improve the flow of floodwater. Improved flood performance would be a net improvement for water quality because less erosion would occur during floods.

Drainage easements would be needed for the construction and maintenance of the proposed box culvert. In addition, drainage easements would be needed for the construction and maintenance of the fish weirs, and placement of the rock slope protection.

When the old bridge is replaced, the creek would have more space to maintain a natural meander under the bridge. As the creek moves laterally, the potential for creek bank instability may increase. Although this level of bank instability may increase for a few years once the project were constructed, ultimately this change would enhance the

geomorphology of the creek and improve the ecological conditions upstream and downstream of the bridge.

Avoidance, Minimization, and/or Mitigation Measures

Rock selected (sized) for the weirs would be analyzed to ensure that the geomorphology of the creek would be maintained as naturally as possible. As much as possible, onsite creek bed material would be used to build the weirs. Oversized rock would be placed at the foundation of the weir as a grade control feature to protect the bridge. In the rest of the weir, smaller rock would be used. The smaller rock would be similar to the native rock found in the creek to ensure that the rock and bed load migrate naturally down the watershed.

Environmental Engineering would work closely with the project engineers during the design and construction phases for the rock weirs. The design of the rock weirs would be done in consultation with resource agencies and the project development team. The design would ensure that the creek is as close to a natural condition as possible, in the proximity of the bridge, to protect the structural integrity of the bridge.

Other measures include the following:

- Standard storm water best management practices will be used during and after construction to minimize water quality impacts. Work in the creek bed will be done in the dry season. A stream diversion may be necessary if the creek is not dry during construction.
- Re-vegetation and other opportunities will be designed within the watershed and within Caltrans right-of-way to optimize shade canopy over the creek to help maintain cool water temperatures for steelhead. Photo point monitoring will be performed to document the establishment of riparian shade canopy.
- All slopes will be 4:1 (horizontal to vertical) or flatter to minimize erosion.
- The project site will be monitored and photographed at least annually and after all major flood events. Photos will include the toe of the creek banks, all pools, riparian vegetation and the channel up and downstream of the project site. The location and direction of each photo point will be documented to ensure photos could be compared over time. These photos will help document the level of success of this project and help plan for similar projects using rock weirs.
- A Storm Water Pollution Prevention Plan will be developed for this project.

- Caltrans would cooperate with regulatory agencies to obtain the proper permits required to build the proposed project. There would be coordination with the Army Corps of Engineers for a 404 permit, Regional Water Quality Control Board for a 401 certificate, and U.S. Fish and Game for a 1600 Streambed Alteration Agreement.

2.2.3 Geology/Soils/Seismic/Topography

Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects. The current policy is to use the anticipated Maximum Credible Earthquake from young faults in and near California. The Maximum Credible Earthquake is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

Affected Environment

According to the California Seismic Hazard Map 1996, two known faults lie within a half-mile of the project site. To the north is the More Ranch-Mission Ridge-Arroyo Parida-Santa Ana Fault; to the south is the Mesa-Rincon Creek Fault. There are no earthquake faults, including those delineated on the most recent Alquist-Priolo Fault Zoning Maps, known to pass through the project site.

Environmental Consequences

In the event of an earthquake along the two closest known faults, strong ground shaking could occur at the project site. With no known fault running through the project site, however, ground rupture hazard is considered low, with no impact from rupture expected.

Avoidance, Minimization, and/or Mitigation Measures

The new bridge would incorporate design measures for seismic loading and soil liquefaction. This would reduce the exposure of travelers as well as the new bridge structure from any possible potential adverse effects from seismic activity.

2.3 Biological Environment

2.3.1 Natural Communities

Regulatory Setting

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors, fish passage, and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value. However, because this is a small-scale bridge replacement project, wildlife corridors and habit fragmentation were not addressed in the Natural Environment Study (NES) and, therefore, not included in this section.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed in Threatened and Endangered Species, Section 2.3.3. Wetlands and other waters are discussed in Section 2.3.2.

Affected Environment

A Natural Environment Study, dated January 2003, and Natural Environment Study Addendum, dated July 2008, were prepared for the project. The survey identified riparian and wetlands as the two natural communities of special concern within the project area. The riparian vegetation along creek corridors provides both food and shelter to a variety of wildlife species. In addition, riparian vegetation provides shade to keep water temperatures cool for aquatic species.

With the land use that surrounds the project location, the creek's potential for wildlife to flourish is confined. However, because the creek's overstory canopy is relatively intact, the creek is still useful to birds and as a potential fish migration corridor. Two large sycamores on the east side of the creek provide most of the shade for the site. Right next the bridge, most of the shrubby understory has been removed. Existing grouted slope protection precludes most riparian vegetation from the site. Only at the northwest corner

of the bridge is there a somewhat intact assemblage of riparian habitat made up of small coast live oaks (*Quercus agrifolia)*, elderberry (*Sambucus mexicana*), ceanothus (*Ceanothus spinosa*), and a Pittosporaceae (*Pittosporum undulatum*). There is also a thin band of riparian vegetation with an intermittent tributary drainage that crosses the highway about 280 feet west of the bridge; the Arroyo willow (*Salix lasiolepis*) is the predominant species in this area. In addition, isolated native trees (coast live oaks and a few California walnuts) are scattered through the project limits.

Environmental Consequences

Riparian trees that would be removed during construction include six coast live oaks, ranging in size from 6 inches to 24 inches in diameter at breast height, and one non-native palm tree. Three large sycamore trees that provide most of the shade to the creek would be avoided. Additional oaks and ornamental trees would be removed outside the riparian area to create room for the proposed eastbound shoulder widening. See Table 2.1 for a list of trees proposed for removal.

Table 2.2 Trees Proposed for Removal

Species	Riparian Area						Non-Riparian Area			
Coast live oak	Diameter at breast height	24”	20”	9”	8”	6”	Diameter at breast height	20”	9”	8”
	Quantity	1	1	1	1	2	Quantity	1	1	2
Non-native	1 (Palm)						28 (Ornamental: Monterey Cypress)			

Avoidance, Minimization, and/or Mitigation Measures

- All work would be confined to the Caltrans right-of-way and construction easement areas.
- To avoid impacts to large sycamores (*Platanus racemosa*) onsite, Environmentally Sensitive Areas would be established on portions of the easterly creek bank. The Environmentally Sensitive Areas would be delineated on project plans and in the field at the start of construction.
- Environmentally Sensitive Area fencing would be used to protect native trees.
- To avoid affecting nesting birds in the riparian vegetation, all clearing would be accomplished outside the nesting season (February 28 to September 1).

- Access to the channel bottom would be from the west side of the bridge.
- To minimize potential effects upon water quality, it would be necessary to divert flows around the work site by means of cofferdams and diversion pipes. The diversion would be in place April 15 to November 30 during construction as detailed in the National Marine Fisheries Service Biological Opinion.
- To minimize impacts to natural communities, riparian planting and re-vegetation shall occur. Riparian plantings would be placed at all four corners of the new bridge, along the banks of the creek south of the bridge, and banks of the tributary south of the highway. Planting would also occur in the small basin between Arroyo Parida Creek and the intermittent tributary. Willows would be planted in the ungrouted rock slope protection that would replace the current grouted rock onsite. Most of the mitigation planting for the riparian losses at the intermittent drainage and for the isolated trees along the edge of the highway would occur at the bridge.
- Coast live oaks over 6 inches in diameter at breast height that are planned to be removed by construction shall be restored at a planting ratio of 10:1, which equates to approximately 100 trees replanted (refer to Table 2.1 above). Disturbed areas that are not large enough to accept riparian trees and shrubs would be seeded for erosion control.
- The riparian plantings would be monitored to ensure successful revegetation at 6 months after implementation and then once a year for two years. See Section 2.2.2, Water Quality and Storm Water Runoff for additional measures for riparian planting and monitoring.

Avoidance, minimization and/or mitigation measure are subject to change pending regulatory agencies' review during the permit process. As the project develops, these agreements may be revised.

2.3.2 Wetlands and Other Waters

Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (33 United States Code 1344) is the main law regulating wetlands and waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of

the Clean Water Act, a three-parameter approach is used that includes the presence of: hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers with oversight by the Environmental Protection Agency.

The Executive Order for the Protection of Wetlands (Executive Order 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this order states that a federal agency, such as the Federal Highway Administration, and Caltrans as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the California Department of Fish and Game and the Regional Water Quality Control Boards. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that would substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the California Department of Fish and Game before beginning construction. If the California Department of Fish and Game determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement would be required. The California Department of Fish and Game's jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the Army Corps of Engineers may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the Department of Fish and Game.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The Regional Water Quality

Control Boards also issue water quality certifications in compliance with Section 401 of the Clean Water Act. Please see the Water Quality section for additional details.

Affected Environment

Waters of the United States were identified at Arroyo Parida Creek and at the intermittent tributary (Figure 2-3). Wetland delineations completed within the project area determined that nowhere do all three wetland parameters (hydrology, hydric soils and hydrophytic vegetation) exist together and therefore would not be considered wetlands by the U.S. Army Corps of Engineers.

However, several areas do exhibit at least one wetland characteristic, which qualifies each area as a wetland by the California Coastal Commission. California Coastal wetlands at Arroyo Parida Creek consist of a thin band of vegetation within the creek both upstream and downstream from the cement channel lining. California Coastal wetlands at the intermittent tributary are both upstream and downstream of the existing culvert. The channel bottom at the intermittent drainage supports wetland vegetation.

Environmental Consequences

There would be permanent impacts to waters of the United States as a result of construction-related activities for the project. Permanent impacts at the intermittent tributary would occur from replacing the existing culvert with a larger concrete box culvert and installing rock slope protection. Permanent impacts to the Arroyo Parida Creek would occur from installing the rock weirs and rock slope protection. Temporary impacts would not be from fill placement, but disturbance from equipment access, which the U.S. Army Corps of Engineers does not regulate. Table 2.2 shows the impacts the project would have on waters of the United States.

Table 2.2 shows the impacts that the project would have on jurisdictional waters of the United States and wetlands under California Coastal Commission jurisdiction:

Table 2.3 Estimated Impacts to Waters of the U.S. and Wetlands

Affected Resource	Impacts (in acres)	
	Temporary	**Permanent**
Waters of the United States	Arroyo Parida	
	0.090	0.189
	Intermittent Tributary	
	0.024	0.001
California Coastal Commission Wetlands	Arroyo Parida	
	0.037	0.023
	Intermittent Tributary	
	0.001	0.0006
Total Affected Resources	0.152	0.2136

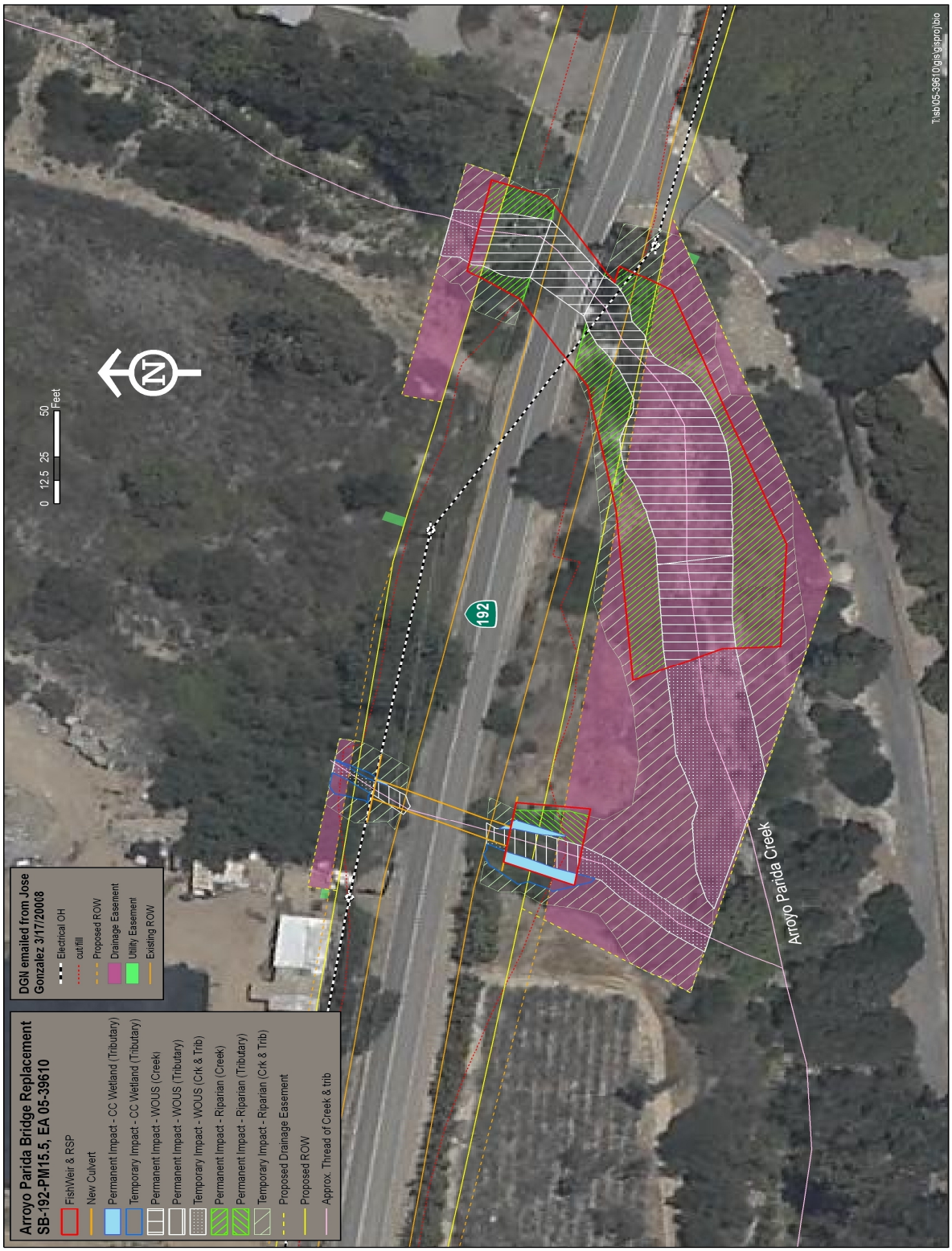


Figure 2-3 Map of Waters/Wetlands to be Affected

Avoidance, Minimization, and/or Mitigation Measures

All temporary impacts to wetlands and waters of the United States would be restored, if needed, to reflect their pre-existing topography. Natural vegetation would be quickly re-established due to the project being in an active floodplain. Riparian vegetation would be planted on the channel slopes above the waters of the United States. Most of Arroyo Parida Creek's bottom would be restored with the removal of the existing concrete channel lining. In addition, Caltrans proposes the following:

- Caltrans proposes to compensate onsite for the permanent loss of waters of the United States and wetlands by restoring 0.10 acre of waters of the United States and 0.08 acre of wetlands.
- To minimize potential effects on water quality, it will be necessary to divert flows around the work site by means of cofferdams and diversion pipes. The diversion will be in place April 15 to November 30 during construction.
- All areas beyond the minimum required for construction would be off-limits to construction activities.
- All storage/stockpile areas would be located in the uplands.
- The new bridge would span the creek and wetlands and would not require piers to be constructed within the waters of the United States.
- A Storm Water Pollution Prevention Plan would be implemented during construction as directed by the Caltrans National Pollutant Discharge Elimination System statewide storm water permit.

Avoidance, minimization and/or mitigation measures are subject to change pending regulatory agencies' review during the permit process. As the project develops, these agreements may be revised.

2.3.3 Threatened and Endangered Species

Regulatory Setting

The main federal law protecting threatened and endangered species is the Federal Endangered Species Act: 16 United States Code, Section 1531, et seq. See also 50 Code of Federal Regulations Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems on which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, and Caltrans as assigned, are required to consult with the U.S. Fish and

Wildlife Service and the National Oceanic and Atmospheric Administration Fisheries Service to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take statement. Section 3 of the Federal Endangered Species Act defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act, California Fish and Game Code, Section 2050, et seq. The California Endangered Species Act emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Game is the agency responsible for implementing the California Endangered Species Act. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." The California Endangered Species Act allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the California Department of Fish and Game. For projects requiring a Biological Opinion under Section 7 of the Federal Endangered Species Act, the California Department of Fish and Game may also authorize impacts to the California Endangered Species Act species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

Affected Environment

Steelhead trout (*Oncorhynchus mykiss irideus*) are the only species of concern that may be affected by the project. Steelhead, an ocean-going form of rainbow trout, occupy streams in watersheds with perennial fresh water. The presence of steelhead trout at Arroyo Parida Creek has been documented by the National Marine Fisheries Service. This regulatory agency has designated Arroyo Parida Creek as critical habitat for steelhead trout, which is a federally endangered species.

Analysis of potential impacts to steelhead trout is provided in the Natural Environment Study Addendum (July 2008). However, on August 6, 2003, the National Marine Fisheries Service issued an Incidental Take Statement for potential impacts to steelhead trout that could result from project construction (see Appendix L). In June 2007, it was

confirmed with the National Marine Fisheries Service that the current project, as proposed, would be covered under the existing Biological Opinion.

Environmental Consequences

The existing drop-off at the downstream end of the existing channel lining is an impediment to fish passage. The project would remove the existing grouted channel lining, which has created a migration barrier for steelhead trout under some flow conditions, and construct a series of rock weir grade control structures designed to facilitate fish passage. This work would enhance the critical habitat for steelhead within Arroyo Parida Creek.

Project construction would have a net beneficial impact on steelhead trout as fish passage through the site would be improved by removal of the existing concrete channel lining and installation of rock weir grade control structures. Riparian plantings onsite would compensate for temporary impacts to Southern California steelhead.

Avoidance, Minimization, and/or Mitigation Measures

To avoid impacting steelhead trout, minimization measures would be implemented during construction activities:

- To avoid direct effects to steelhead, water from Arroyo Parida Creek would be diverted around the worksite and into a temporary culvert. The diversion would remain in place for the duration of the project, and then be removed immediately after the work is completed.

- A biologist experienced in Fisheries work will be present at the worksite for the purpose of monitoring the water diversion and construction activities. Caltrans will supply the name of the Fisheries biologist to National Marine Fisheries Service at least 10 business days prior to the start of construction.

- The Caltrans biologist will ensure that no steelhead are present in the work area prior to the water diversion and during the project action. If fish are found near or within the location that will be dewatered, the biologist will contact the National Marine Fisheries Service to determine a proper relocation strategy prior to the start of work.

- The Caltrans biologist would contact the National Marine Fisheries Service immediately if a steelhead is found dead or injured.

- Caltrans will incorporate erosion control into the construction project for purposes of minimizing sediment runoff into flowing water.

- When de-watering of the workspace is necessary, either a pump will remove water to an upland disposal site, or a filtering system will be used to collect and then return clear water to the creek, for the purpose of avoiding input of sediment/water slurry into the creek. The pump or filtering system intake would be fitted with juvenile fish exclusion screen or netting (no larger than 0.025-inch), or similar devices that accomplish the same purpose.

- To avoid conflicts with migration of adult steelhead, Caltrans will not begin work until April 15 and will complete all in-stream work and remove the water diversion by no later than November 30.

- All material and debris related to bridge demolition and construction will be removed from the creek channel bed and riparian zone as soon as possible and prior to November 30.

- Caltrans will notify the National Marine Fisheries Service when construction is to begin 10 days prior to initiating work.

- Caltrans will provide a written monitoring report to the National Marine Fisheries Service within 15 working days following the completion of the project.

- All areas of native vegetation that are outside the project work area will be delineated as Environmentally Sensitive Areas on project plans and marked in the field with flagging or temporary fencing.

- The existing grouted channel lining, which has created a migration barrier under some flow conditions, will be removed and replaced with a series of rock weirs designed to facilitate fish passage.

- The cinder block and grouted rock bank lining will be removed and replaced with ungrouted rock and planted with willow poles.

- All coast live oak trees removed would be replaced onsite at a 10:1 ratio. Associated riparian vegetation, such as willows, will also be replanted.

- To minimize the spread of invasive weeds, invasive species will be removed during construction and would not be replanted as part of highway landscaping. Care shall be taken to avoid any species that occurs on the California Invasive Plant Council's Invasive Plant Inventory in the Caltrans erosion control seed mix or landscaping plans for the project.

Avoidance, minimization and/or mitigation measures are subject to change pending regulatory agencies' review during the permit process. As the project develops, these agreements may be revised.

2.4 Construction Impacts

Affected Environment

Traffic

Traffic would not be allowed to access the bridge during construction. A road closure would constrain traffic, transport of large loads and heavy equipment. A temporary detour route would maintain traffic flow, but displaced traffic volume may affect roadways near the project site.

Noise

A Noise Technical Report (2008) was prepared to evaluate the potential for adverse noise effects from the proposed project at noise-sensitive receivers. The report concluded that residences up to 1,600 feet from the construction activity may experience periodic increases in noise for the duration of construction (9 months).

Equipment Storage

Equipment would need to be stored for the duration of the project. Several locations near the project area could store equipment, but a site has yet to be determined. The area for equipment storage would affect about one-third of an acre.

Utilities/Emergency Services

Emergency services such as local law enforcement and fire services may be temporarily affected by detours. See Section 2.1.3 regarding utilities.

Air Quality

Since 1994, Santa Barbara Air Pollution Control District (APCD) has included emissions from construction projects in their emissions inventory. They request a

calculation of potential dust emissions, and require implementation of standard dust control measures on all projects that disturb soil.

Environmental Consequences

Traffic

Temporary road detours would occur for the duration of construction, approximately nine months. Motorists, pedestrians, and cyclists would experience traffic delays as the project undergoes demolition and construction. It is expected that delays would be about 15 minutes for travelers who use the detour. The detour routes would experience a temporary increase in traffic volume.

Construction of the proposed project may result in some temporary, short-term disruptions in the project vicinity in regards to storing construction equipment. Short-term cumulative impacts may occur if other projects in the area are constructed during periods of time that overlap with construction of the proposed project.

Noise

Post-construction noise levels are expected to be the same or lower than pre-construction noise levels. Short-term impacts from construction could affect the two residences within 140 of feet the proposed work area. However, since night work is not expected, nearby residents' normal sleep activities should not be affected by construction.

Equipment Storage

Areas for staging and storage of equipment have yet to be determined.

Utilities/Emergency Services

Emergency services may experience minor delays in response time within the vicinity of the project due to road closure.

Air Quality

The proposed project would have short-term construction impacts on air quality. The project would disturb a maximum of 2 acres of previously unpaved surface. Total particulate matter generated by the grading operations is anticipated at 568 pounds over the life of the project.

Avoidance, Minimization, and/or Mitigation Measures

Traffic

To minimize traffic delays, a detour route would be used. Currently, three different routes are being reviewed as potential traffic detours during construction: Nidever Road

to Via Real to Cravens Lane; Nidever Road to US 101 to Linden Avenue; and Nidever Road to US 101 to Casitas Pass Road. Issues such as truck-turning radii and concurrence from the local agencies would be considered in the final choice for a signed detour.

A Traffic Management Plan would be written to analyze the most efficient way to facilitate traffic in the project vicinity. The Traffic Management Plan would be developed to accommodate local traffic patterns and reduce delays, congestions, and collisions:

- The Traffic Management Plan shall include the following: changeable message signs, construction area signs, highway advisory radio (fixed and mobile), planned lane closure information on the Caltrans website, and Caltrans Highway Information Network.
- A Public Awareness Campaign will be implemented with the use of flyers, brochures, press releases, website, and advertising as required informing travelers of the project.
- Construction Zone Enhanced Enforcement Plan: Additional California Highway Patrol would be assigned to the construction zone during peak travel times to ensure construction zone safety.

The contractor shall be required to coordinate his or her activities to allow access to homeowners with driveways that are within the immediate vicinity of the bridge.

The storage area, once determined, will be screened for all environmental impacts, prior to authorization. No significant impact is expected.

Noise

Caltrans Standard Specifications (May 2007) Chapter 7 101I (Noise Control) that are applicable on all state highway construction projects require that the contractor "… comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract. Each internal combustion engine, used for any purpose on the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion shall be operated on the job site without the muffler."

The project would include public relations mailing of notices or otherwise contacting residents near the project area to discuss the scope, the estimated length of construction

and potential noise impacts from the project as well as providing a telephone number to contact if special circumstances arise.

Temporary noise barriers-sheets of plywood or similar material mounted on portable concrete barriers would be used if complaints are received by the resident engineer.

Construction activities would be limited to the hours of 8:00 a.m. to 6:00 p.m., Monday through Friday. The noisiest construction activities shall be scheduled later in the morning.

Utilities/Emergency Services

Emergency services would be notified a week in advance of the bridge closure to inform them of the delay and alternative routes accessible.

Air Quality

A National Emissions Standard for Hazardous Pollutants permit will be obtained to assure that no asbestos containing materials are involved in the existing bridge.

All areas of vehicle movement will be watered daily to prevent dust from leaving the site.

2.5 Climate Change under the California Environmental Quality Act

Regulatory Setting

While climate change has been a concern since at least 1988 as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change, the efforts devoted to greenhouse gas emissions reduction and climate change research and policy have increased dramatically in recent years.

In 2002, with the passage of Assembly Bill 1493, California launched an innovative and proactive approach to dealing with greenhouse gas emissions and climate change at the state level. Assembly Bill 1493 requires the Air Resources Board to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions; these regulations will apply to automobiles and light trucks beginning with the 2009-model year. Greenhouse gases related to human activity include carbon dioxide,

methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this executive order is to reduce California's greenhouse gas emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020, and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32, the Global Warming Solutions Act of 2006. Assembly Bill 32 sets the same overall greenhouse gas emissions reduction goals while further mandating that the Air Resources Board create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06, signed on October 17, 2006, further directs state agencies to begin implementing Assembly Bill 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and greenhouse gas reduction is also a concern at the federal level; at this time, no legislation or regulations have been enacted specifically addressing greenhouse gas emissions reductions and climate change. However, California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency to regulate greenhouse gases as a pollutant under the Clean Air Act (Massachusetts vs. Environmental Protection Agency et al., US Supreme Court No. 05–1120. 549 US 497, Argued November 29, 2006—Decided April 2, 2007). The court ruled that greenhouse gases do fit within the Clean Air Act's definition of a pollutant, and that U.S. Environmental Protection Agency does have the authority to regulate greenhouse gases. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting greenhouse gas emissions. The U.S. Environmental Protection Agency is currently determining the implications to national policies and programs as a result of the Supreme Court decision.

Affected Environment

According to *Recommendations by the Association of Environmental Professionals on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is

a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing greenhouse gas emissions reduction and climate change. Recognizing that 98% of California's greenhouse gas emissions are from the burning of fossil fuels and 40% of all human-made greenhouse gas emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans (December 2006). Transportation's contribution to greenhouse gas emissions is dependent on three factors: the types of vehicles on the road, the type of fuel the vehicles use, and the time/distance the vehicles travel.

One of the main strategies in Caltrans' Climate Action Program to reduce greenhouse gas emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0-25 miles per hour (see Figure 3 below). Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in greenhouse gas emissions.

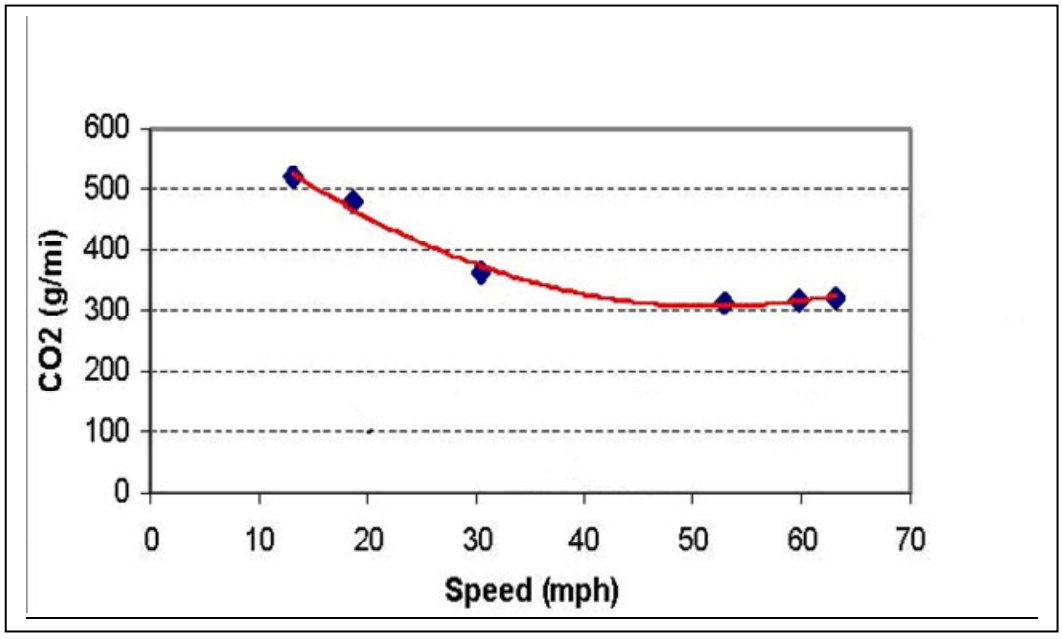


Figure 2-4 Fleet Carbon Dioxide (CO2) Emissions vs. Speed (Highway)

Environmental Consequences

Caltrans recognizes the concern that carbon dioxide emissions raise for climate change. However, modeling and gauging the impacts associated with an increase in greenhouse gas emission levels, including carbon dioxide, at the project level is not currently possible. No federal, state, or regional regulatory agency has provided methodology or criteria for greenhouse gas emissions and climate change impact analysis. Therefore, Caltrans is unable to provide a scientific- or regulatory-based conclusion regarding whether the project's contribution to climate change is cumulatively considerable.

Nevertheless, carbon dioxide emissions are not anticipated to increase since the proposed project aims to replace the bridge with the exact number of lanes that currently exist. Only 8-foot shoulders-additions are to be constructed as part of the proposed project, which may increase pedestrian traffic, but not vehicular traffic flows. However, minor construction emissions may occur and inconsequentially impact climate change from the 9-month duration of construction.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans continues to be actively involved on the Governor's Climate Action Team as the Air Resources Board works to implement Assembly Bills 1493 and 32. As part of the Climate Action Program at Caltrans (December 2006), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, transit-oriented communities, and high-density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority.

Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars and light and heavy-duty trucks. However, it is important to note that control of fuel economy standards is held by the U.S. Environmental Protection Agency and the Air Resources Board.

Lastly, the use of alternative fuels is also being considered; Caltrans is participating in funding for alternative fuel research at the University of California at Davis.

To the extent that it is applicable or feasible for the project, the following measures can also help to reduce the greenhouse gas emissions and potential climate change impacts from projects:

1. Use of reclaimed water—currently 30% of the electricity used in California is used for the treatment and delivery of water. Use of reclaimed water helps conserve this energy, which reduces greenhouse gas emissions from electricity production.

2. Landscaping—reduces surface warming and through photosynthesis decreases carbon dioxide.

3. Portland cement—use of lighter color surfaces such as Portland cement helps to reduce the albedo effect (measure of how much light a surface reflects) and cool the surface; in addition, Caltrans has been a leader in the effort to add fly ash to Portland cement mixes. Adding fly ash reduces the greenhouse gas emissions associated with cement production—it also can make the pavement stronger.

4. Lighting—Use of energy efficient lighting, such as LED traffic signals.

5. Idling restrictions—for trucks and equipment.

Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings and interagency coordination meetings and consultation.

This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination. This document was prepared with the cooperation of professionals from a wide variety of disciplines, as shown in the List of Preparers in Chapter 4. In addition, the following agencies and authorities have been, or will be, contacted regarding this project:

- A Public Information Meeting Open House was held at the Carpinteria City Council Chambers in January 2003. The public was provided the need and purpose of the project, along with a project description that included a design exception for 4-foot shoulders. The public submitted Comment Cards to Caltrans regarding the project, and these comments were addressed in the Mitigated Negative Declaration and Initial Study for Arroyo Parrida Bridge Replacement that was approved in April 2003. However, as this project progressed into the design phase, it was determined that the design exception was not warranted. So the project was redesigned to incorporate current Caltrans standards, and a new environmental document was initiated.
- County of Santa Barbara County Planning and Development received a Pre-Application for a Coastal Development Permit. Santa Barbara County responded to Caltrans with comments regarding the concerns for the project's impacts to the Coastal Zone. Additional information was requested from the County of Santa Barbara County Planning and Development regarding the proposed project (March 2007).
- The National Marine Fisheries Service was contacted by the Federal Highway Administration, which initiated Section 7 formal consultation with the regulatory agency. The National Marine Fisheries Service issued a Biological Opinion on August 6, 2003, with an incidental take statement for steelhead including mitigation measures that have been incorporated into the project. In June 2007,

Caltrans' Biologist, Mitch Dallas, contacted National Marine Fisheries Service regarding the 2003 Biological Opinion's validity with the proposed project consisting of 8-foot shoulders. It was stated that modification would not change the affect to steelhead; although NOAA will need the final design, including rock weirs, once it is completed.

- The U.S. Fish and Wildlife Service was submitted a request by Caltrans for concurrence of a "Not likely to Adversely Affect" determination for California red-legged frog. The U.S. Fish and Wildlife Service issued a concurrence letter to Caltrans on February 19, 2004.
- The USDA Natural Resources Conservation Service was contacted about the impact to Prime and Unique Farmland. In October 2008, Caltrans submitted the Farmland Conversion Impact Rating, Form NRCS-CPA-106 to the Natural Resources Conservation Services. At the end of October 2008, USDA Natural Resources Conservation Services completed its section of the Farmland Conversion Form and returned it back to Caltrans. Please refer to Section 2.1.2 or Appendix G for additional information regarding USDA's Natural Resources Conservation Services' response to farmland impacts.
- The Federal Emergency Management Agency was notified regarding the project's impact to the floodplain. The Federal Emergency Management Agency responded back and issued a Conditional Letter of Map Revision (CLOMP) to Caltrans stating The Federal Emergency Management Agency's concurrence of no significant impact (June 2008).
- State of California's Office of Historic Preservation was contacted regarding cultural resources. Caltrans prepared a Negative Historic Property Survey Report in 2000 that documented that the only cultural resources present in the project's Area of Potential Effects was the Arroyo Parida bridge, which is listed as a Category 5 Bridge in the Caltrans Historic Highway Bridge Inventory. Category 5 Bridges are not eligible for listing in the National Register of Historic Places.

  In 2006, as part of the Mission Canyon CURE Project on Highway 192, the Arroyo Parida bridge was evaluated for its eligibility for listing in the National Register of Historic Places as part of a larger inventory of the rock features. The State Historic Preservation Officer concurred that the bridge is not eligible for listing in the National Register of Historic Places.

In 2007, Caltrans prepared a Supplemental Historic Property Survey Report for the Arroyo Parida Bridge Replacement Project, which documents that the Arroyo Parida bridge has been previously determined not eligible for listing in the National Register of Historic Places and that two additional built environment resources are determined to be not eligible for listing. The State Historic Preservation Officer concurred with these findings in 2007.

- The State of California Governor's Office of Planning and Research State Clearing House was contacted in January 2003 for a review of an earlier version of this Initial Study that incorporated the design exception.

Chapter 4 List of Preparers

This document was prepared by the following Caltrans Central Region staff:

Arkfeld, William. P.E. Transportation Engineer. B.S., Environmental Engineering, Humboldt State University; 23 years experience in regulatory, water quality, and hazardous waste. Contribution: Water Quality Assessment.

Banks, Sue. Environmental Planner. B.S., Ecology, California State University, Fresno; 3 years environmental planning experience. Contribution: Wrote Initial Study and coordinated the environmental process for the project.

Carr, Paula Juelke**.** Associate Environmental Planner (Architectural History). M.A., Independent Studies: History, Art History, Anthropology, Folklore and Mythology, University of California, Santa Barbara; B.A., Cultural Anthropology, University of California, Santa Barbara; over 25 years of experience in California history. Contribution: Prepared Supplemental Historic Property Survey Report (2007).

Carr, Robert. Associate Landscape Architect. B.S., Landscape Architecture, California Polytechnic State University, San Luis Obispo; 20 years experience preparing Visual Impact Assessments. Contribution: Wrote the Visual Impact Assessment section for the project.

Donatello, Amy. P.E. B.S., Civil Engineering, California Polytechnic State University, San Luis Obispo, 20 years experience in civil and transportation engineering. Contribution: Project Manager.

Ewing, David. Graphic Designer III. B.A., Graphic Design, California State University, Fresno; 13 years graphic design experience. Contribution: Created graphic illustrations and mapping, and coordinated public meetings.

Fisher, Tom. Senior Transportation Engineer. B.S., Civil Engineering, San Jose State University; 18 years experience. Contribution: Location Hydraulic Study.

Gonzalez, Jose A. Civil Engineer, P.E., California State University, Fresno; 14 years civil design experience. Contribution: Project Engineer.

Keady, Kevin. Senior Design Bridge Engineer. B.S., Civil Engineering, University of California at Davis; 22 years experience in engineering and structural design. Contribution: Technical support.

Jacob, Mike. Associate Environmental Planner. B.A., Environmental Studies, A.A., Geography; 8 years in transportation planning; 12 years in city and environmental planning. Contribution: Assisted with the coordination of the environmental process.

Joslin, Terry. Associate Environmental Planner (Archaeology). Ph.C., Anthropology, University of California, Santa Barbara; 15 years of experience in cultural resource studies. Contribution: Prepared Historic Property Survey Report (2000).

Krista Kiaha, Associate Environmental Planner (Archaeology). M.S., Anthropology, Idaho State University; B.A., Anthropology, University of California, Santa Cruz; 13 years of experience in cultural resource studies. Contribution: Prepared Historic Property Survey Report (2007).

Leyva, Isaac. Engineering Geologist. B.S., Geology, California State University, Bakersfield; A.S., Cuesta College, San Luis Obispo; 20 years experience in petroleum geology, environmental, geotechnical engineering. Contribution: Paleontology technical report.

Mills, Wayne. Transportation Engineer. B.A., Earth Science, California State University, Fullerton; B.A., Social Science, San Diego State University; 24 years air quality, noise, water quality, and paleontology studies experience. Contribution: Air Quality and Noise Technical Reports.

Nishikawa, Martin I. Senior Transportation Engineer. B.S., Civil Engineering, California State University, Fresno; 21 years of Caltrans experience. Contribution: Design manager responsible for the delivery of the project report.

Strohl, Virginia. Associate Environmental Planner (Natural Science). 10 years of experience in environmental and biological studies. Contribution: Wrote the Addendum to the Natural Environment Study.

Tkach, James. Transportation Engineer. B.S., Soil Science, California Polytechnic State University, San Luis Obispo; Certificate in Hazardous Materials Management, University of California, Santa Barbara; Registered Environmental Assessor; 7 years experience in project design and construction, 18 years experience in hazardous waste management. Contribution: Prepared the Initial Site Assessment.

Vidal, Kelso. Environmental Planner. M.A., Sociology, California State University, Sacramento; 2 years experience in environmental planning. Contribution: Coordinated the environmental process and wrote the Initial Study for the project.

Wilkinson, Jason. Environmental Planner. B.S., Natural Resource Management, California Polytechnic State University, San Luis Obispo; 2 years experience in environmental planning. Contribution: Wrote sections of Initial Study for the project.

Appendix A California Environmental Quality Act Checklist

The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include "potentially significant impact," "less than significant impact with mitigation," "less than significant impact," and "no impact."

Supporting documentation of all California Environmental Quality Act checklist determinations is provided in Chapter 2 of this Initial Study/Environmental Assessment. Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	X	☐	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☐	X
AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X
c) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	X	☐
AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentration?				X
e) Create objectionable odors affecting a substantial number of people?				X
BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Archaeological resources are considered "historical resources" and are covered under (a).			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X
GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	☐	☐	☐	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	X
HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous material, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	X
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X
HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	X	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite?	☐	☐	X	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite?	☐	☐	X	☐
e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	X
f) Otherwise substantially degrade water quality?	☐	☐	X	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X
j) Result in inundation by a seiche, tsunami, or mudflow?	☐	☐	☐	X
LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	X	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X
MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	X
NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	X	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	X	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	X	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	X
POPULATION AND HOUSING - Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X
PUBLIC SERVICES -				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	X
Police protection?	☐	☐	☐	X
Schools?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
Parks?	☐	☐	☐	X
Other public facilities?	☐	☐	☐	X
RECREATION -				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	X
TRANSPORTATION/TRAFFIC - Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	X
c) Result in a change in air traffic patters, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Result in inadequate parking capacity?	☐	☐	☐	X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X
UTILITY AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X

	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	X
e) Result in determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	X
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X
MANDATORY FINDINGS OF SIGNIFICANCE -				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	X	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	X
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	X

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086

Flex your power!
Be energy efficient!

January 14, 2005

TITLE VI
POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

WILL KEMPTON
Director

"Caltrans improves mobility across California"

Appendix C Minimization and/or Mitigation Summary

Visual

- The specific aesthetic style of the bridge rail shall be determined with input from the local community.
- The outermost four feet of the paved roadway shoulders should be color-coated a dark earth-tone to reduce the perceived visual scale of the roadway facility.
- All visible metal guardrail and bicycle/pedestrian rail components should be darkened to reduce reflectivity and to visually blend with the background landscape.
- Post and wire strand or mesh shall be used.
- Planting to the maximum extent possible

Hydrology

- Keep the new roadway profile as close to possible to the existing profile

Water Quality

- Work in the creek bed shall be done in the dry season.
- Re-vegetation to optimize shade canopy over the creek to help maintain cool water temperatures for steelhead.
- The design of the rock weirs will be done in consultation with resource agencies and the project development team.
- All slopes will be 4:1 (horizontal to vertical) or flatter to minimize erosion.
- Project site monitored (photographed) at least annually and after all major flood events.
- Incorporate design measures for seismic loading and soil liquefaction.

Noise

- Public relations-mailing of notices or contacting nearby residence in project area to discuss the project.
- Temporary noise barriers may be utilized.

- Construction activities will be limited to the hours of 8:00 am and 6:00 pm, Monday through Friday.

Biology

- To protect the large sycamores (Platanus racemosa) onsite, Environmentally Sensitive Areas (ESA) will be established on portions of the easterly creek bank. The ESA will be delineated on project plans and in the field at the start of construction.
- ESA fencing to protect native trees not designated for removal.

  Access to the channel bottom will be from the west side of the bridge.
- To avoid impacting nesting birds in the riparian vegetation, all clearing will be accomplished outside the nesting season (February 15- September 1).
- To minimize potential effects upon water quality, it will be necessary to divert flows around the work site by means of coffer dams and diversion pipes. The diversion will be in place April 15 – November 30 during construction as detailed in the NMFS Biological Opinion.

Wetlands

- Caltrans proposes to compensate onsite for the permanent loss of waters of the United States and wetlands by restoring 0.10 acre of waters of the United States and 0.08 acre of wetlands.
- To minimize potential effects upon water quality, it will be necessary to divert flows around the work site by means of coffer dams and diversion pipes. The diversion will be in place April 15 – November 30 during construction.
- All areas beyond the minimum required for construction would be off limits to construction activities.
- All storage/stockpile areas would be located in the uplands.
- The new bridge would span the creek and wetlands and will not require piers to be constructed within the WOUS.
- A Storm Water Pollution Prevention Plan will be implemented during construction as directed by the Caltrans National Pollutant Discharge Elimination System (NPDES) statewide storm water permit.

Threatened and Endangered Species

- To avoid direct effects to steelhead, water from Arroyo Parida Creek would be diverted around the worksite and into a temporary culvert. The diversion would remain in place for the duration of the project, and then be removed immediately after the work is completed. Use of a soil or sediment berm for isolating flowing water from the workspace would be prohibited.
- A biologist experienced in Fisheries work will be present at the worksite for the purpose of monitoring the water diversion, construction activities, and sediment runoff control. Caltrans will supply the name of the Fisheries biologist to NMFS at least 10 business days prior to the start of construction.
- The Caltrans biologist will ensure that no steelhead are in the work area prior to the water diversion and during the project action. If fish are found near or within the location that will be dewatered, the biologist will contact NMFS to determine a proper relocation strategy prior to the start of work.
- The Caltrans biologist would contact NMFS immediately if a steelhead is found dead or injured.
- Caltrans will incorporate erosion control and sediment detention devices into the construction project for purposes of minimizing sediment runoff into flowing water. Sediment collect in the devices will be disposed of off-site and will not be allowed to reenter the creek channel.
- When de-watering of the workspace is necessary, either a pump will remove water to an upland disposal site, or a filtering system will be used to collect and then return clear water to the creek, for the purpose of avoiding input of sediment/water slurry into the creek. The pump or filtering system intake would be fitted with juvenile fish exclusion screen or netting (no larger than .025-inch), or similar devices that accomplishes the same purpose.
- To avoid conflicts with migration of adult steelhead, Caltrans will not begin work until April 15 and will complete all instream work and remove the water diversion by no later than November 30.
- All material and debris related to bridge demolition and construction will be removed from the creek channel bed and riparian zone as soon as possible and prior to November 30.
- Caltrans will notify NMFS when construction is to begin 10 days prior to initiating work.

- Caltrans will provide a written monitoring report to NMFS within 15 working days following the completion of the project.
- All areas of native vegetation that are outside the project work area will be delineated as Environmentally Sensitive Areas on project plans and marked in the field with flagging or temporary fencing.
- The existing grouted channel lining, which has created a migration barrier under some flow conditions, will be removed and replaced with a series of rock weirs designed to facilitate fish passage.
- The cinder block and grouted rock bank lining will be removed and replaced with ungrouted rock and planted with willow poles.
- All coast live oak trees removed would be replaced onsite at a 10:1 ratio. Associated riparian vegetation, such as willows, will also be replanted.

Construction

- The Traffic Management Plan shall include the following: changeable message signs, construction area signs, highway advisory radio (fixed and mobile), planned lane closure information on the Caltrans website, and Caltrans Highway Information Network (CHIN).
- A Public Awareness Campaign will be implemented with the use of flyers, brochures, pres releases, web site, and advertising as required informing travelers of the project.

Appendix D List of Technical Studies that are Bound Separately

Copies of the following technical studies can be requested from:

Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401
Kelso_vidal@dot.ca.gov

Air Quality Report

Noise Study Report

Water Quality Assessment

Natural Environment Study

- NES Addendum

Endangered Species Biological Assessment

Hydrology/Hydraulic Study Final Report

Hazardous Waste Technical Report

- Initial Site Assessment

Visual Impact Assessment

Paleontology Report

Negative Historic Property Survey Report

- Supplemental HPSR
- Historic Resources Evaluation Report

Appendix E FEMA's Conditional Letter of Map Revision

Federal Emergency Management Agency
Washington, D.C. 20472

June 19, 2008

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:
Case No.: 08-09-0569R

The Honorable Salud Carbajal
Chair, Santa Barbara County
Board of Supervisors
105 East Anapamu Street
Santa Barbara, CA 93101

Community: Santa Barbara County, CA
Community No.: 060331

104

Dear Mr. Carbajal:

This responds to a request that the Department of Homeland Security's Federal Emergency Management Agency (FEMA) comment on the effects that a proposed project would have on the effective Flood Insurance Rate Map (FIRM) and Flood Insurance Study (FIS) report for Santa Barbara County, California and Incorporated Areas (the effective FIRM and FIS for your community), in accordance with Part 65 of the National Flood Insurance Program (NFIP) regulations. In a letter dated February 6, 2008, Mr. Tom Davis, State of California Department of Transportation, requested that FEMA evaluate the effects that the revised hydraulic analysis, updated topographic information, and the proposed Arroyo Parida project along Arroyo Paredon would have on the flood hazard information shown on the effective FIRM and FIS report. The proposed project along Arroyo Paredon will consist of the replacement of an existing Foothill Road bridge at approximately 4,000 feet upstream of Via Real. The proposed area of revision along Arroyo Paredon will extend from approximately 3,000 feet upstream of Via Real to approximately 4,500 feet upstream.

All data required to complete our review of this request for a Conditional Letter of Map Revision (CLOMR) were submitted with letters from Mr. Davis.

We reviewed the submitted data and the data used to prepare the effective FIRM for your community and determined that the proposed project meets the minimum floodplain management criteria of the NFIP. The submitted existing conditions HEC 2 hydraulic computer model, dated March 17, 2008, based on updated topographic information, was used as the base conditions model in our review of the proposed conditions model for this CLOMR request. We believe that, if the proposed project is constructed as shown on the topographic work map entitled "Arroyo 3," dated May 28, 2008, prepared by the California Department of Transportation, Distract 6, Hydraulics, and the data listed below are received, a revision to the FIRM would be warranted.

Our review of the existing conditions model revealed that the Base (1-percent-annual-chance) Flood Elevation (BFEs) increased throughout the proposed area of the revision compared to the effective BFEs for Arroyo Paredon. The maximum increase in BFE, 6.0 feet, occurred approximately 4,100 feet upstream of Via Real. The increase in BFE is due to updated topography.

Our review of the proposed conditions model revealed that the BFEs will increase and decrease throughout the proposed area of revision compared to the existing condition BFEs for Arroyo Paredon.

The maximum increase, 2.1 feet, will occur approximately 4,000 feet upstream of Via Real. The maximum decrease, 2.1 feet, will occur approximately 4,350 feet upstream of Via Real.

As a result of the proposed project and the updated topographic information, the BFEs will increase throughout the proposed area of revision compared to the effective BFEs for Arroyo Paredon. The maximum increase, 5.1 feet, will occur approximately 3,900 feet upstream of Via Real.

As a result of the proposed project and the updated topographic information, the width of the Special Flood Hazard Area (SFHA), the area that would be inundated by the base food, will increase and decrease throughout the proposed area of revision compared to the effective SFHA width along Arroyo Paredon. The maximum increase in SFHA width, 210 feet, will occur approximately 4,100 feet upstream of Via Real. The maximum decrease in SFHA width, 250 feet, will occur approximately 3,400 feet upstream of Via Real.

Upon completion of the project, your community may submit the data listed below and request that we make a final determination on revising the effective FIRM and FIS report.

- With this request, your community has complied with all requirements of Paragraph 65.12(a) of the NFIP regulations. Compliance with Paragraph 65.12(b) also is necessary before FEMA can issue a Letter of Map Revision when a community proposes to permit encroachments into the effective floodplain that will cause increases in BFE in excess of those permitted under Paragraph 60.3(c)(10). Please provide evidence that your community has, prior to approval of the proposed encroachment, adopted floodplain management ordinances that incorporate the increased BFEs and revised floodplain boundary delineations to reflect post-project conditions, as stated in Paragraph 65.12(b).

- Detailed application and certification forms, which were used in processing this request, must be used for requesting final revisions to the maps. Therefore, when the map revision request for the area covered by this letter is submitted, Form 1, entitled "Overview & Concurrence Form," must be included. (A copy of this form is enclosed.)

- The detailed application and certification forms listed below may be required if as-built conditions differ from the conceptual plans. If required, please submit new forms (copies of which are enclosed) or annotated copies of the previously submitted forms showing the revised information.

  Form 2, entitled "Riverine Hydrology & Hydraulics Form"

  Form 3, entitled "Riverine Structures Form"

  Hydraulic analyses, for as-built conditions, of the base flood, together with a topographic work map showing the revised floodplain boundaries, must be submitted with Form 2.

- Effective October 1, 2007, FEMA revised the fee schedule for reviewing and processing requests for conditional and final modifications to published flood information and maps. In accordance with this schedule, the current fee for this map revision request is $4,800 and must be received before we can begin processing the request. Please note, however, that the fee schedule is subject to change, and requesters are required to submit the fee in effect at the time of the submittal. Payment of this fee shall be made in the form of a check or money order, made payable in

U.S. funds to the National Flood Insurance Program, or by credit card (Visa or MasterCard only). The payment, along with the revision application, must be forwarded to the following address:

FEMA National Service Provider
3601 Eisenhower Avenue
Alexandria, VA 22304-6425

- As-built plans, certified by a registered professional engineer, of all proposed project elements
- Community acknowledgment of the map revision request
- Property Owner Notifications and, if possible, acceptance of the increases in BFEs and/or SFHA along Arroyo Paredon

After receiving appropriate documentation to show that the project has been completed, FEMA will initiate a revision to the FIRM. Because the BFEs would change as a result of the project, a 90-day appeal period would be initiated, during which community officials and interested persons may appeal the revised BFEs based on scientific or technical data.

The basis of this CLOMR is, in whole or in part, a bridge replacement project. NFIP regulations, as cited in Paragraph 60.3(b)(7), require that communities assure that the flood-carrying capacity within the altered or relocated portion of any watercourse is maintained. This provision is incorporated into your community's existing floodplain management regulations. Consequently, the ultimate responsibility for maintenance of the modified bridge rests with your community.

This CLOMR is based on minimum floodplain management criteria established under the NFIP. Your community is responsible for approving all floodplain development and for ensuring all necessary permits required by Federal or State law have been received. State, county, and community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction in the SFHA. If the State, county, or community has adopted more restrictive or comprehensive floodplain management criteria, these criteria take precedence over the minimum NFIP criteria.

If you have any questions regarding floodplain management regulations for your community or the NFIP in general, please contact the Consultation Coordination Officer (CCO) for your community. Information on the CCO for your community may be obtained by calling the Director, Mitigation Division of FEMA in Oakland, California, at (510) 627-7175. If you have any questions regarding this CLOMR, please call our Map Assistance Center, toll free, at 1-877-FEMA MAP (1-877-336-2627).

Sincerely,

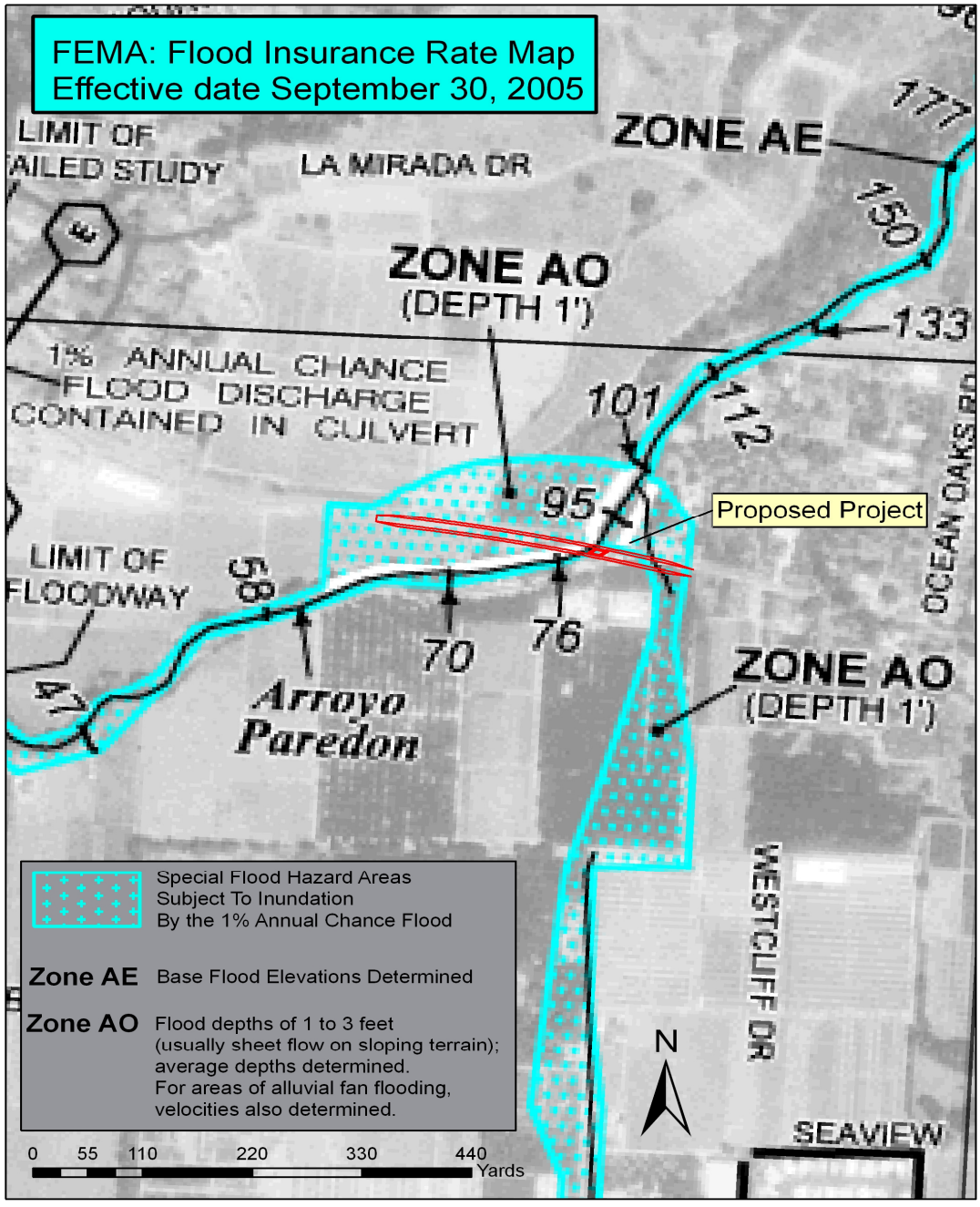
Craig S. Kennedy, CFM, Program Specialist
Engineering Management Branch
Mitigation Directorate

For: William R. Blanton Jr., CFM, Chief
Engineering Management Branch
Mitigation Directorate

Enclosures

cc: (See attached list.)
Courtesy Copies List – Santa Barbara County, CA

Appendix F FEMA: Flood Insurance Rate Map (FIRM)



Appendix G Natural Resources Conservation Service Impact Rating Form

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
Santa Maria Service Center
920 E. Stowell Road
Santa Maria, CA 93454-7008

Telephone (805) 928-9269
Fax (805) 928-9644

October 31, 2008

To: Mike Jacob
Dept. of Transportation
50 Higuera Street
San Luis Obispo, CA 93401-5415

Subject: NRCS-CPA-106

Mr Jacob:

Enclosed is a NRCS-CPA-106 with the NRCS sections completed for the Arroyo Parida Bridge Replacement Project. If you have any questions, please call me at 805-928-9269, ext. 105.

Sincerely,

John Bechtold
District Conservationist, USDA-NRCS

Helping People Help the Land

An Equal Opportunity Provider and Employer

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 10/10/08	4. Sheet 1 of 1
1. Name of Project ARROYO PARIDA BRIDGE REPLACEMENT	5. Federal Agency Involved CALTRANS AS AGENT FOR FHWA	
2. Type of Project HIGHWAY IMPROVEMENT	6. County and State SANTA BARBARA, CALIFORNIA	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form: John Bechtold
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☒ NO ☐		4. Acres Irrigated 104,272 | Average Farm Size 563
5. Major Crop(s) Cole crops, leaf greens, Strawberries, Avocados, A	6. Farmable Land in Government Jurisdiction Acres: 157,213 % 9	7. Amount of Farmland As Defined in FPPA Acres: 108,206 % 6.25
8. Name Of Land Evaluation System Used Calif. Storie System citrus	9. Name of Local Site Assessment System —	10. Date Land Evaluation Returned by NRCS 10/31/08

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	1			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	1	0	0	0
PART IV *(To be completed by NRCS) Land Evaluation Information*				
A. Total Acres Prime And Unique Farmland	0.25			
B. Total Acres Statewide And Local Important Farmland	0.25			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.00031			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	Data Not Available			
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*	75.5			
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))* — Maximum Points				
1. Area in Nonurban Use — 15	13			
2. Perimeter in Nonurban Use — 10	8			
3. Percent Of Corridor Being Farmed — 20	18			
4. Protection Provided By State And Local Government — 20	5			
5. Size of Present Farm Unit Compared To Average — 10	0			
6. Creation Of Nonfarmable Farmland — 25	0			
7. Availablility Of Farm Support Services — 5	4			
8. On-Farm Investments — 20	18			
9. Effects Of Conversion On Farm Support Services — 25	0			
10. Compatibility With Existing Agricultural Use — 10	0			
TOTAL CORRIDOR ASSESSMENT POINTS — 160	0 66	0	0	0
PART VII *(To be completed by Federal Agency)*				
Relative Value Of Farmland (From Part V) — 100	75.5			
Total Corridor Assessment (From Part VI above or a local site assessment) — 160	0 66	0	0	0
TOTAL POINTS *(Total of above 2 lines)* — 260	0 141.5	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?
			YES ☐ NO ☒

5. Reason For Selection:

Signature of Person Completing this Part: | DATE

NOTE: Complete a form for each segment with more than one Alternate Corridor

Appendix H Letter of Concurrence from the State Historic Preservation Officer

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
http://www.dot.gov/dist05

Flex your power!
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August 22, 2007

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

05-SB-192
PM 15.4/15.6
EA 05-39610
Arroyo Parida Bridge
Replacement Project

RE: Determinations of eligibility and Finding of No Historic Properties Affected for the Arroyo Parida Bridge Replacement Project, Santa Barbara County, California

Dear Mr. Donaldson:

The California Department of Transportation (Caltrans) is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the Arroyo Parida Bridge Replacement Project. This consultation is undertaken in accordance with the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Enclosed you will find the Historic Property Survey Report (HPSR) for the proposed undertaking. The HPSR fulfills three responsibilities under Section 106 of the National Historic Preservation Act: (1) determination of the Area of Potential Effects (APE); (2) identification of cultural resources located within the APE; and (3) evaluation of historic properties for eligibility to the National Register of Historic Places (NRHP). Under the PA, Caltrans is responsible for ensuring the appropriateness of the APE (PA Stipulation VIII.A) and the adequacy of historic property identification efforts (PA Stipulation VIII.B). At this time, under PA Stipulation VIII.C.5, we seek your concurrence on Caltrans' determinations of eligibility for potential historic properties.

Caltrans proposes to replace the existing Arroyo Parida Bridge on State Route 192 with a new reinforced concrete slab bridge. The roadway on either side of the bridge will be reconstructed and will taper back into the existing roadway, for a total length of about 340 meters. The project will also entail replacement of an existing box culvert located west of the bridge, drainage upgrades, the regrading of dirt driveways adjacent to the highway, the acquisition of additional right-of-way for shoulder widening and tree mitigation, tree removal, and utility relocation. A complete project description can be found on page 1 of the enclosed HPSR.

Consultation and identification efforts for the Arroyo Parida Bridge Replacement Project resulted in the identification of three historic period resources within the APE. One of these resources, the Arroyo Parida Bridge (Bridge No. 51-113; Figure 3) was previously evaluated and determined to be not eligible for the National Register in 2006 (Attachment F of the enclosed HPSR). The remaining two architectural properties were formally evaluated for their NRHP eligibility in accordance with 36 CFR 800.4(c)(1). The evaluations are documented by Larson (2007) in Appendix C of the enclosed HPSR.

All other resources identified within the APE are exempt from formal evaluation pursuant to PA Stipulation VIII.C.1 and Attachment 4 ("Properties Exempt from Evaluation").

Pursuant to Stipulation VIII.C of the PA, Caltrans is requesting your concurrence that the following resources are not eligible:

- 3880 Foothill Road (State Route 192), Carpinteria (Map Reference No. 1)
- 3905 Foothill Road (State Route 192), Carpinteria (Map Reference No. 2)

We look forward to receiving your response within 30 days of your receipt of this HPSR submittal, in accordance with PA Stipulation VIII.C.5a of the PA. Pending your concurrence regarding Caltrans' eligibility determinations, Caltrans' finding for the undertaking (pursuant to PA Stipulation IX.A.2) is "No Historic Properties Affected," due to the absence of identified historic properties within the undertaking's APE.

The California Department of Transportation (Caltrans) is transmitting the Historic Property Survey Report for the Arroyo Parida Bridge Replacement Project as the NEPA lead agency under the provisions of the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program* that became effective on July 1, 2007.

The MOU was signed pursuant to Section 6005 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), allowing the Secretary of Transportation to assign, and the State of California to assume FHWA's responsibilities under NEPA, as well as consultation and coordination responsibilities under other Federal environmental laws.

Therefore, as a project covered under the Pilot Program MOU, FHWA has assigned and Caltrans has assumed FHWA responsibility for environmental review, consultation, and coordination on the Arroyo Parida Bridge Replacement Project. Please direct all future correspondence on this project to Caltrans.

This letter and the attached documentation are concurrently being distributed to Caltrans Cultural Communities Studies Office (CCSO).

Thank you for your assistance with this undertaking. If you need any additional information please contact me at (805) 549-3669 (val_levulett@dot.ca.gov) or Paula Carr at (805) 549-3236 (paula_carr@dot.ca.gov).

Sincerely,

VALERIE LEVULETT
Chief, Central Region Technical Studies Branch
Heritage Resource Coordinator
Caltrans District 5, San Luis Obispo

Attachment: Historic Property Survey Report for the Arroyo Parida Bridge Replacement Project

C: Greg King, Caltrans, CCSO

STATE OF CALIFORNIA – THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.cal-parks.ca.gov

10 September 2007 In Reply Refer To FHWA070828A

Valerie Levulett, Chief
Central Region Technical Studies Branch
California Department of Transportation, District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

RE: DETERMINATIONS OF ELIGIBILITY [SIC] AND FINDING OF NO HISTORIC PROPERTIES AFFECTED FOR THE ARROYO PARIDA BRIDGE REPLACEMENT PROJECT, SANTA BARBARA COUNTY, CALIFORNIA [*SECTION 106 CONSULTATION (RND.01) ON THE* ***ARROYO PARIDA BRIDGE REPLACEMENT PROJECT*** *ON STATE ROUTE 192, CITY OF CARPINTERIA, SANTA BARBARA COUNTY, CALIFORNIA*]

Dear Ms. Levulett,

This letter is a response to the California Department of Transportation's (Caltrans) submission of the August 2007 supplemental historic property report for the subject project (Supplemental HPSR). Caltrans' submission and my comment on it here are made pursuant to the 1 January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as It Pertains to the Administration of the Federal-aid Highway Program in California*, and the addenda to that document.

Your letter of 22 August 2007 requests that I concur with Caltrans' determinations on the National Register of Historic Places (National Register) eligibility of two single family residences in the City of Carpinteria.

On the basis of my review of the Supplemental HPSR, I am able to concur with Caltrans' determination that the single family residences at

3880 Foothill Road (State Route 192), City of Carpinteria
3905 Foothill Road (State Route 192), City of Carpinteria

are *not* eligible for inclusion in the National Register.

Please direct any questions or concerns that you may have to Project Review Unit archaeologist Mike McGuirt at 916.653.8920 or at mmcgu@parks.ca.gov, or Project Review Unit historian Natalie Lindquist at 916.654.0631 or at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:MDM:mdm

Appendix I Correspondence with the State Historic Preservation Officer

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
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http://www.dot.gov/dist05

Flex your power!
Be energy efficient!

August 1, 2006

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001

05-SB-192
P.M. 0.0, 2.43/3.08
EA 05-0F5701
Mission Canyon CURE

RE: Determinations of Eligibility and Finding of Effect for the Mission Canyon CURE Project, Santa Barbara County, California

The California Department of Transportation (Caltrans), under the authority of the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation officer (SHPO) regarding the Mission Canyon CURE (Clean Up Roadside Environment) Project. This consultation is undertaken in accordance with the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation (PA).*

Enclosed you will find an Historic Property Survey Report (HPSR) for the proposed undertaking. Under the PA, Caltrans is responsible for ensuring the appropriateness of the Area of Potential Effect (APE) (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). We are consulting with you at the present time under Stipulation VIII.C.5 of the PA, which requires that we seek your concurrence on Caltrans' determination of eligibility for potential historic properties.

In conjunction with FHWA, Caltrans proposes to improve sections of State Route 192, at two locations: post mile 0.0 and between post miles 2.43 to 3.08. The project is located within a residential area of Santa Barabara that experiences a high rate of rear-end collisions. These collisions are caused by fixed objects including ditches that line the highway corridor, forcing pedestrians and bicyclists to enter the roadway for significant distances to avoid the ditches which are up to 3 feet deep. By enclosing the ditches and using them as traversable area, pedestrians and bicyclists will be able to travel this roadway without interfering with traffic flow; and vehicles will also be provided with recovery room.

Proposed improvements include:

- planting trees at the intersection of State Routes 192 and 154 as a replacement for those that will be removed along the roadway

- removing fixed objects such as mailboxes, trees, signs, and utility poles within 1.2 meters of the traveled way on both sides of the State Route 192 from PM 2.43 to 3.08
- replacing a single box culvert at PM 2.8
- installing guardrail above the box culvert outlet at PM 2.8
- enclosing open ditches at PM 2.8 and 3.0

A complete project description can be found on page 1 of the enclosed HPSR.

The APE for the undertaking includes the Area of Direct Impact which encompasses all proposed ground-disturbing project construction activities. The ADI includes Area 1 (the intersection of State Routes 154 and 192) and Area 2 (State Route 192 from Alamar Avenue to Mission Canyon Road) (see Figure 3 in the enclosed HPSR). Beyond the ADI, the APE also includes the Caltrans right-of-way along the entire 21-mile length of State Route 192, which measures about 15 meters wide. The full highway right-of-way is included in the APE because the project will affect two of 47 stone masonry features found along the corridor which were identified as a potential historic district. Therefore, the entire highway which was evaluated to determine whether the masonry features taken as a whole might be eligible for listing in the National Register of Historic Places as an historic district, and whether any single feature might be individually eligible for listing. The project APE is depicted on Figure 3 of the attached HPSR.

Consultation and identification efforts for the Mission Canyon CURE Project (summarized in pages 5-6 of the attached HPSR) resulted in the identification of 48 resources within the APE that required formal evaluation. These include the highway itself, and 47 highway-related stone masonry structures.

Two of these resources, the Romero Canyon Creek Bridge (Bridge No. 51-110; Figure 3, sheet 5) and the Sycamore Canyon Creek Bridge (Bridge No. 51-106; Figure 3, sheet 3) were previously evaluated and determined eligible for the National Register under Criterion C. These bridges are three to eight miles outside of the ADI and will not be impacted by the proposed project.

Pursuant to Stipulation VIII.C of the PA, the remaining 46 resources were formally evaluated for their NRHP eligibility in accordance with 36 CFR 800.4(c)(1). The evaluations are documented by Wee and Larson (2006) in Appendix C of the enclosed HPSR.

Pursuant to Stipulation VIII.C of the PA, Caltrans is requesting your concurrence that the following 46 highway-related resources are not eligible:

POST MILE	TRINOMIAL	FEATURE
0.0/21.06	CA-SBA-3622H	State Route 192
2.80	CA-SBA-3755H	Culvert
3.08	CA-SBA-3756H	Culvert
3.36	CA-SBA-3757H	Mission Creek Bridge (Bridge No. 51-105)
3.40	CA-SBA-3758H	Culvert
3.67	CA-SBA-3759H	Culvert
4.48	CA-SBA-3760H	Culvert
4.93	CA-SBA-3761H	Culvert
5.10	CA-SBA-3762H	Culvert
5.14	CA-SBA-3763H	Culvert
5.21	CA-SBA-3764H	Culvert
5.25	CA-SBA-3765H	Culvert
5.33	CA-SBA-3766H	Culvert (with guardrails)
5.41	CA-SBA-3767H	Culvert
5.48	CA-SBA-3768H	Culvert
5.62	CA-SBA-3769H	Culvert (with guardrails)
5.68	CA-SBA-3770H	Retaining Wall (with parapet)
5.88	CA-SBA-3771H	Culvert
5.89	CA-SBA-3772H	Tree Well
6.18	CA-SBA-3774H	Culvert
6.25	CA-SBA-3775H	Culvert (with guardrail)
6.28	CA-SBA-3776H	Culvert (with guardrail)
6.41	CA-SBA-3777H	Culvert (with guardrail)
6.43	CA-SBA-3778H	Culvert
6.55	CA-SBA-3779H	Culvert
6.65	CA-SBA-3780H	Culvert (with guardrail)
7.12	CA-SBA-3781H	Culvert
7.39	CA-SBA-3782H	Culvert (with guardrail)
7.51	CA-SBA-3783H	Culvert
7.93	CA-SBA-3784H	Culvert
9.00	CA-SBA-3785H	Culvert (with guardrail)
9.69	CA-SBA-3786H	Culvert
10.54	CA-SBA-3787H	Culvert (with guardrail)
11.11	CA-SBA-3789H	Culvert
11.29	CA-SBA-3790H	Culvert (with guardrail)
11.36	CA-SBA-3791H	Culvert
11.69	CA-SBA-3792H	Culvert
11.78	CA-SBA-3793H	Culvert
12.16	CA-SBA-3794H	Toro Creek Bridge (Bridge No. 51-111)
12.19	CA-SBA-3795H	Culvert
12.21	CA-SBA-3796H	Retaining Wall

POST MILE	TRINOMIAL	FEATURE
12.29	CA-SBA-3797H	Culvert
12.49	CA-SBA-3798H	Toro Canyon Creek Bridge (Bridge No. 51-112)
14.80	CA-SBA-3799H	Culvert
15.46	CA-SBA-3800H	Culvert
15.52	CA-SBA-3801H	Arroyo Parida Bridge (Bridge No. 51-113)

We look forward to receiving your response within 30 days of your receipt of this HPSR submittal, in accordance with Stipulation VIII.C.5.a of the PA. Pending your concurrence regarding Caltrans' eligibility determinations, Caltrans' finding for the undertaking (pursuant to Stipulation IX.A.2) is "No Historic Properties Affected," due to the absence of identified historic properties within the undertaking's ADI. This letter and the attached documentation are concurrently being retained in Caltrans files (pursuant to Stipulation XVI) and distributed to FHWA (pursuant to Stipulation VIII.C.5). If you concur with our eligibility determinations, these actions satisfy Caltrans' responsibilities under Stipulation IX.A.2 of the PA, and no further review will be required. In the event that you do not concur with Caltrans' determinations, further consultation will be carried out in accordance with Stipulation VIII.C.5.b.

If you need any additional information, please do not hesitate to contact Caltrans Archaeologist Krista Kiaha (phone: 805-542-4799; fax 805-549-3233; e-mail: Krista_Kiaha@dot.ca.gov). Finally, thank you for your assistance with this undertaking.

Sincerely,

Valerie Levulett

VALERIE LEVULETT
Chief, Central California Specialist Branch
Heritage Resource Coordinator
District 5, San Luis Obispo

Attachment: Historic Property Survey Report for Mission Canyon CURE Project

C: Dominic Hoang, FHWA

STATE OF CALIFORNIA – THE RESOURCES AGENCY ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
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calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

August 30, 2006 Reply To: FHWA060804A

Valerie Levulett
Chief, Central California Specialist Branch
Department of Transportation, District 5
50 Higueroa Street
San Luis Obispo, CA 93401-5415

Re: Determinations of Eligibility for the Proposed Mission Canyon CURE Project, Santa Barbara County, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

The California Department of Transportation (Department) is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA that the 46 properties listed on pages 3-4 of your August 1, 2006 letter, are not eligible for the National Register of Historic Places. Based on my review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 654-0631 or e-mail at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Appendix J U.S. Fish and Wildlife Service Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003

Listed, Proposed, And Candidate Species Which May Occur in Santa Barbara County
(52 Species)

Type	Common Name	Scientific Name	Status	Date Listed	CH	CH Date
Amphibian	ARROYO TOAD	Bufo microscaphus californicus	Endangered	16-Dec-94	Yes	13-Apr-05
Amphibian	CALIFORNIA RED-LEGGED FROG	Rana aurora draytonii	Threatened	23-May-96	Yes	13-Apr-06
Amphibian	CALIFORNIA TIGER SALAMANDER (SANTA BARBARA CO.)	Ambystoma californiense	Endangered	21-Sep-00	Yes	23-Aug-05
Bird	BALD EAGLE	Haliaeetus leucocephalus	Threatened	11-Mar-67	No	
Bird	BROWN PELICAN	Pelicanus occidentalis	Endangered	02-Jun-70	No	
Bird	CALIFORNIA CONDOR	Gymnogyps californianus	Endangered	11-Mar-67	Yes	22-Sep-77
Bird	CALIFORNIA LEAST TERN	Sterna antillarum browni	Endangered	02-Jun-70	No	
Bird	LEAST BELL'S VIREO	Vireo bellii pusillus	Endangered	02-May-86	Yes	02-Feb-94
Bird	LIGHT-FOOTED CLAPPER RAIL	Rallus longirostris levipes	Endangered	13-Oct-70	No	
Bird	MARBLED MURRELET	Brachyramphus marmoratus marmoratus	Threatened	10-Oct-92	No	
Bird	SOUTHWESTERN WILLOW FLYCATCHER	Empidonax trallii extimus	Endangered	27-Feb-95	Yes	22-Jul-97
Bird	WESTERN SNOWY PLOVER	Charadrius alexandrinus nivosus	Threatened	05-Mar-93	Proposed	
Bird	YELLOW-BILLED CUCKOO	Coccyzus americanus	Candidate	25-Jul-01	No	
Fish	SOUTHERN CALIFORNIA STEELHEAD	Oncorhynchus mykiss	Endangered	17-Jun-98	Proposed	
Fish	TIDEWATER GOBY	Eucyclogobius newberryi	Endangered	07-Mar-94	No	

Fish	UNARMORED THREESPINE STICKLEBACK	Gasterosteus aculeatus williamsoni	Endangered	13-Oct-70	No	
Invertebrate	LONGHORN FAIRY SHRIMP	Branchinecta longiantenna	Endangered	19-Sep-94	Yes	10-Feb-06
Invertebrate	VERNAL POOL FAIRY SHRIMP	Branchinecta lynchi	Threatened	19-Sep-94	Yes	10-Feb-06
Mammal	GIANT KANGAROO RAT	Dipodomys ingens	Endangered	05-Jan-87	No	
Mammal	SAN JOAQUIN KIT FOX	Vulpes macrotis mutica	Endangered	11-Mar-67	No	
Mammal	SAN MIGUEL ISLAND FOX	Urocyon littoralis littoralis	Endangered	05-Mar-04	No	
Mammal	SANTA CATALINA ISLAND FOX	Urocyon littoralis catalinae	Endangered	05-Mar-04	No	
Mammal	SANTA CRUZ ISLAND FOX	Urocyon littoralis santacruzae	Endangered	05-Mar-04	No	
Mammal	SANTA ROSA ISLAND FOX	Urocyon littoralis santarosae	Endangered	05-Mar-04	No	
Mammal	SOUTHERN SEA OTTER	Enhydra lutris nereis	Threatened	14-Jan-77	No	
Plant	BEACH LAYIA	Layia carnosa	Endangered	22-Jun-92	No	
Plant	CALIFORNIA JEWELFLOWER	Caulanthus californicus	Endangered	19-Jul-90	No	
Plant	CALIFORNIA ORCUTT GRASS	Orcuttia californica	Endangered	03-Aug-93	No	
Plant	CONTRA COSTA GOLDFIELDS	Lasthenia conjugens	Endangered	22-Jun-92	Yes	06-Aug-03
Plant	GAMBEL'S WATERCRESS	Rorippa gambellii	Endangered	03-Aug-93	No	
Plant	GAVIOTA TARPLANT	Hemizonia increscens ssp. villosa	Endangered	20-Mar-00	Yes	07-Nov-02
Plant	HOFFMANN'S ROCK-CRESS	Arabis hoffmannii	Endangered	31-Jul-97	No	
Plant	HOFFMAN'S SLENDER-FLOWERED GILIA	Gilia tenuiflora ssp. hoffmannii	Endangered	31-Jul-97	No	
Plant	ISLAND BARBERRY	Berberis pinnata ssp. insularis	Endangered	31-Jul-97	No	
Plant	ISLAND BEDSTRAW	Galium buxifolium	Endangered	31-Jul-97	No	
Plant	ISLAND MALACOTHRIX	Malacothrix squalida	Endangered	31-Jul-97	No	

Plant	ISLAND PHACELIA	Phacelia insularis ssp. insularis	Threatened	31-Jul-97	No	
Plant	ISLAND RUSH-ROSE	Helianthemum greenei	Threatened	31-Jul-97	No	
Plant	LA GRACIOSA THISTLE	Cirsium loncholepis	Endangered	20-Mar-00	Yes	17-Mar-04
Plant	LOMPOC YERBA SANTA	Eriodictyon capitatum	Endangered	20-Mar-00	Yes	07-Nov-02
Plant	PARISH'S CHECKERBLOOM	Sidalcea hickmanii ssp. parishii	Candidate	28-Feb-96	No	
Plant	SALT MARSH BIRD'S-BEAK	Cordylanthus maritimus ssp. maritimus	Endangered	28-Sep-78	No	
Plant	SAN JOAQUIN WOOLY-THREADS	Lembertia congdonii	Endangered	19-Jul-90	No	
Plant	SANTA BARBARA ISLAND LIVEFOREVER	Dudleya traskiae	Endangered	26-Apr-78	No	
Plant	SANTA CRUZ ISLAND BUSH-MALLOW	Malacothamnus fasciculatis var. nesioticus	Endangered	31-Jul-97	No	
Plant	SANTA CRUZ ISLAND DUDLEYA	Dudleya nesiotica	Threatened	31-Jul-97	No	
Plant	SANTA CRUZ ISLAND FRINGEPOD	Thysanocarpus conchuliferus	Endangered	31-Jul-97	No	
Plant	SANTA CRUZ ISLAND MALACOTHRIX	Malacothrix indecora	Endangered	31-Jul-97	No	
Plant	SANTA ROSA ISLAND MANZANITA	Arctostaphylos confertiflora	Endangered	31-Jul-97	No	
Plant	SOFT-LEAVED PAINTBRUSH	Castilleja mollis	Endangered	31-Jul-97	No	
Reptile	BLUNT-NOSED LEOPARD LIZARD	Gambelia silus	Endangered	11-Mar-67	No	
Reptile	ISLAND NIGHT LIZARD	Xantusia (=Klauberina) riversiana	Threatened	11-Aug-77	No	

DISCLAIMER NOTICE
The information provided on this page should not be considered an OFFICIAL species list. If you have a propsed project and are in need of an official speccies list, please mail a detailed request
to the address listed at the top of the page.

<< Back Print

Appendix K U.S. Fish and Wildlife Service Concurrence Letter

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2943 Portola Road, Suite B
Ventura, California 93003

IN REPLY REFER TO:
PAS 339.350.1307

February 19, 2004

Mitch Dallas, Associate Environmental Planner
California Department of Transportation
50 Higuera Street
San Luis Obispo, California 93401-5415

Subject: Proposed Replacement of Arroyo Parida Creek Bridge on State Route 192 in Santa Barbara County, California

Dear Mr. Dallas:

We have received your letter dated November 4, 2003, and received in our office on November 10, 2003, requesting our concurrence that the subject project is not likely to adversely affect the federally threatened California red-legged frog (*Rana aurora draytonii*). The California Department of Transportation (CalTrans) is proposing to replace the existing bridge which spans Arroyo Parida Creek (Arroyo Paredon Creek) on State Route 192. The project site is located in the City of Carpinteria in Santa Barbara County. We recognize that the U.S. Federal Highways Administration has designated CalTrans as the lead agency responsible for consultation under Section 7 of the Endangered Species Act of 1973, as amended (Act). CalTrans has determined that the subject project is not likely to adversely affect the California red-legged frog.

According to the California Natural Diversity Data base, the closest known occurrence of California red-legged frogs is approximately 13 miles from the project site; however, California red-legged frogs have been found in the adjacent Santa Monica Creek watershed. Despite local observations of the species, no California red-legged frogs were found in Arroyo Parida Creek during protocol surveys conducted in October of 2003.

We concur with your determination that the proposed project is not likely to adversely affect the California red-legged frog. We base our concurrence on the following: 1) no California red-legged frogs were found at the proposed project site during protocol surveys; and 2) the closest known occurrence of California red-legged frogs to the project site occurs beyond the species' known dispersal ability.

As a reminder, this letter does not constitute authorization from us to take federally listed species in any manner. If listed species are found at any time during project implementation, you should suspend all activities and contact us immediately until the appropriate level of consultation is complete.

If you have any questions, please contact Katie Drexhage of my staff at (805) 644-1766.

Sincerely,

Rick Farris

Rick Farris
Division Chief (Acting)
Santa Barbara/Ventura/Los Angeles

Appendix L NOAA Concurrence Letter

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802- 4213

In response refer to:
151422SWR02PR8724:SCG

AUG 6 2003

Gary N. Hamby
Federal Highway Administration
California Division
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

Dear Mr. Hamby:

Enclosed is the National Marine Fisheries Service's (NOAA Fisheries) Biological Opinion for the proposed bridge replacement of Highway 192 Bridge over Arroyo Parida Creek in Santa Barbara County California (File # 05-SB-192-KP-24.9). The Biological Opinion addresses effects of these actions on endangered steelhead in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U. S. C. 1531 *et seq.*).

The Biological Opinion concludes the Federal Highway Administration's (FHWA) actions and resulting implementation of the bridge replacement are not likely to jeopardize the continued existence of the Federally endangered Southern California Evolutionary Significant Unit (ESU) of steelhead. NOAA Fisheries believes the proposed action may result in the incidental take of steelhead, therefore, an Incidental Take Statement is included in the Biological Opinion. The Incidental Take Statement includes Reasonable and Prudent Measures that are necessary and appropriate to minimize the incidental take of steelhead. Stan Glowacki is the principal contact for this consultation. Please call him at (562) 980-4061 if you have any questions concerning the Biological Opinion or if you would like additional information.

Sincerely,

for Rodney R. McInnis
Acting Regional Administrator

Enclosure

cc: Chuck Cesena, Caltrans